

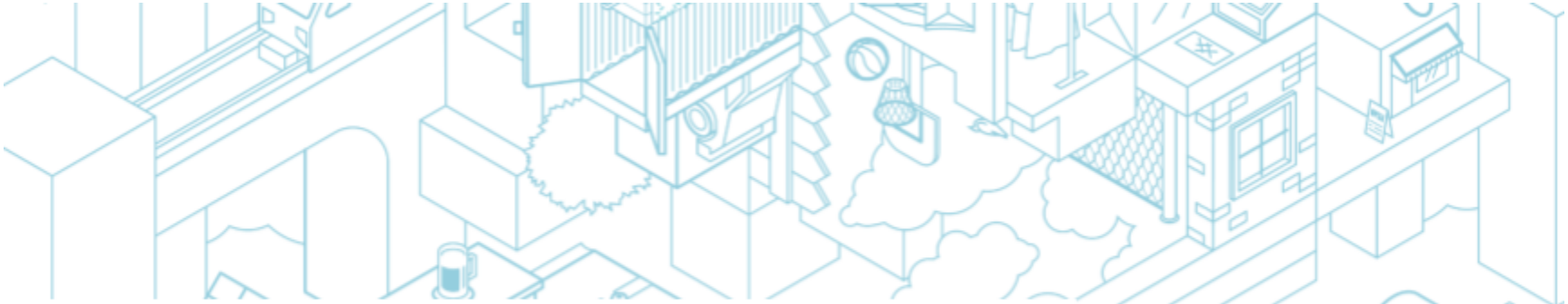
# CENTRAL DISTRICT PLAN



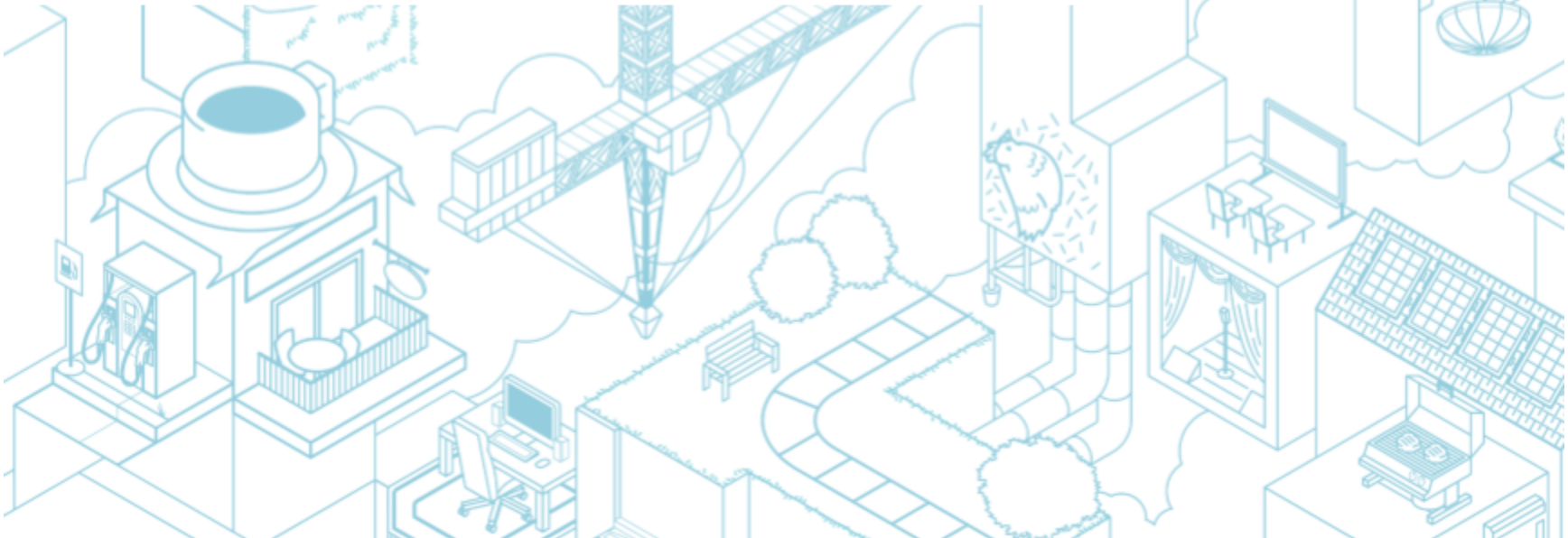
Draft 2023

# Table of Contents

- Land Acknowledgement..... 4**
- 1 Introduction to District Plans..... 5**
  - 1.1 How to Use This District Plan.....7
  - 1.2 Authority and Relationship to Other Plans..... 9
  - 1.3 Relationship With the Zoning Bylaw..... 9
  - 1.4 Amendments.....9
- 2 District Context.....10**
  - 2.1 Physical Context..... 10
    - Map 1: Citywide Context..... 11
  - 2.2 Historical Context..... 12
    - Map 2: Heritage and Culture..... 14
  - 2.3 Development Context..... 15
    - Map 3: District Context – Assets..... 18
    - Map 4: District Context – Development Considerations..... 19
- 3 District Systems and Networks..... 20**
  - 3.1 Managing Growth.....20
    - Table 1 - Anticipated District Population and Employment Numbers..... 21
    - Map 5: Managing Growth to 1.25 Million..... 23
  - 3.2 Planning and Design..... 24
    - Map 6: Land Use Concept to 1.25 Million.....26
    - Map 7: Nodes and Corridors..... 27
    - Map 8: Open Space and Natural Areas to 1.25 Million.....28
  - 3.3 Mobility..... 29
    - Map 9: Active Transportation to 1.25 Million.....30
    - Map 10: Transit to 1.25 Million.....31
- 4 Area-Specific Policy..... 32**
  - Map 11: Area-Specific Policy Subareas..... 33
  - Table 2 - Area-Specific Policy Table..... 34
- 5 Growth to 2 Million.....52**
  - Map 12: Vision at 2 Million.....54



*This District Plan and its contents are for informational purposes only. It is a **draft proposal, subject to change**, and is in no way binding upon any lands within the municipal corporate boundaries of the City of Edmonton. The City of Edmonton provides this information in good faith, but it gives no warranty nor accepts liability from any incorrect, incomplete or misleading information or its use for any purpose.*



# Land Acknowledgement

The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been the sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot).

Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, iyiniw iskwewak wihtwawin (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton's naming committee to honour these sacred places in Edmonton and to preserve the history for future generations. The Central District is located within the Edmonton wards named Anirniq, Nakota Isga and O-day'min.

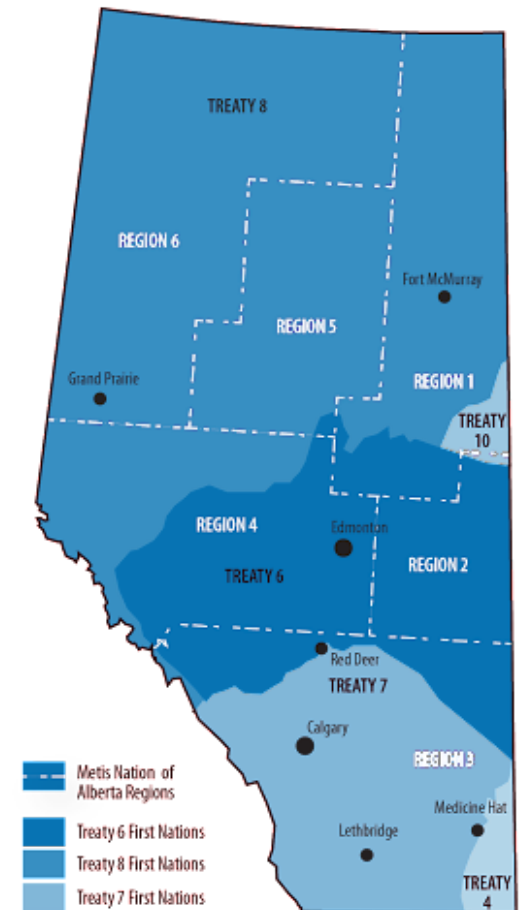
Anirniq ᐱᓃᓃᓃᓃ (pronunciation: A-nirk-nik) originates from the Inuktun language and its meaning is breath of life or spirit, which references that tuberculosis took the breath and spirit of many Indigenous people; in the 1950s and 60s, many Inuit people were flown south to places including Edmonton for treatment.

Nakota Isga (pronunciation: NA-KOH-TAH EE-SKA) originates from the Sioux language means The People; Alexis Nakota Sioux Nation is the furthest northwestern representative of the Siouan language family and many Alexis people use the name Isga to refer to themselves.

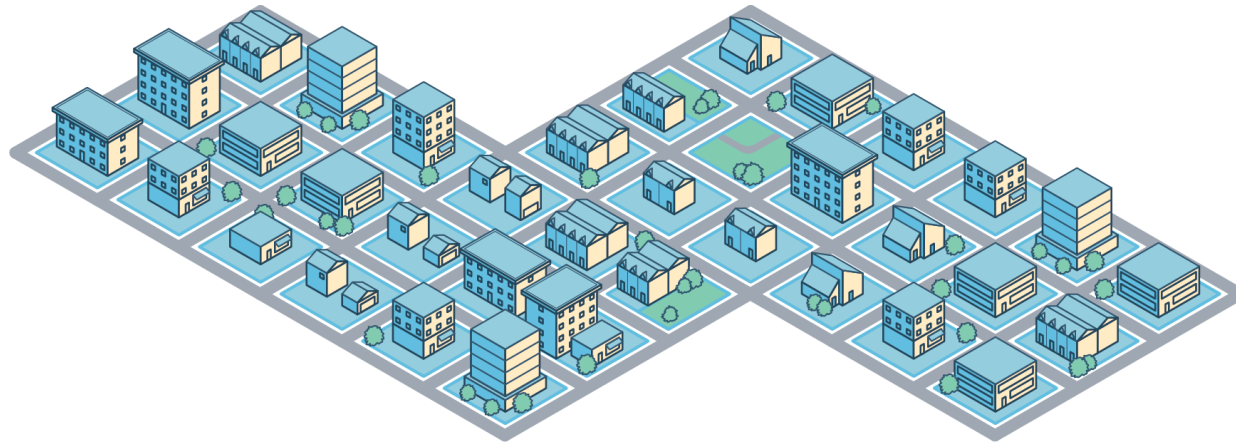
O-day'min (pronunciation: OH-DAY-min) originates from the Anishinaabe language, meaning strawberry or heart berry, a traditional medicine, but also recognizing this land as the 'heart' of Edmonton amiskwaciwâskahikan.

The City of Edmonton owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home.

Together, we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations.



# 1 Introduction to District Plans



A district is a collection of neighbourhoods that ideally contain most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Edmonton has 15 districts, each with a unique district plan created to reflect the residential and non-residential opportunities the area contains and its location within the city. These district plans are principal policy documents that guide the physical change of each district as described in [The City Plan](#), with a focus on planning and design, mobility and growth management systems.

The City Plan looks into the future and sets the direction for how Edmonton will grow and change as it approaches a city of two million people. One way it plans for this growth is through the network of districts, which will help achieve one of The City Plan's Big City Moves - a "Community of Communities". Big City Moves are bold, transformative priorities necessary for change. District plans provide direction on how each district will grow to improve the connection, accessibility and quality of life at a local level and throughout the city.

While The City Plan guides the city's growth to two million residents, district plans provide direction for The City Plan's first population horizon of 1.25 million Edmontonians.

District plans play a key role in bringing the "Community of Communities" vision to life by laying the foundation for 15-minute communities. This concept will help direct services and amenities closer to where people live so Edmontonians can meet most of their daily needs within a 15-minute walk, roll, bicycle ride or transit trip from their home.

Districts should not be considered perfectly self-contained. Each district contains unique destinations with diverse commercial, recreational and employment activities. People living or working near the edge of one district may be best served by amenities in an adjacent district for their 15-minute needs.

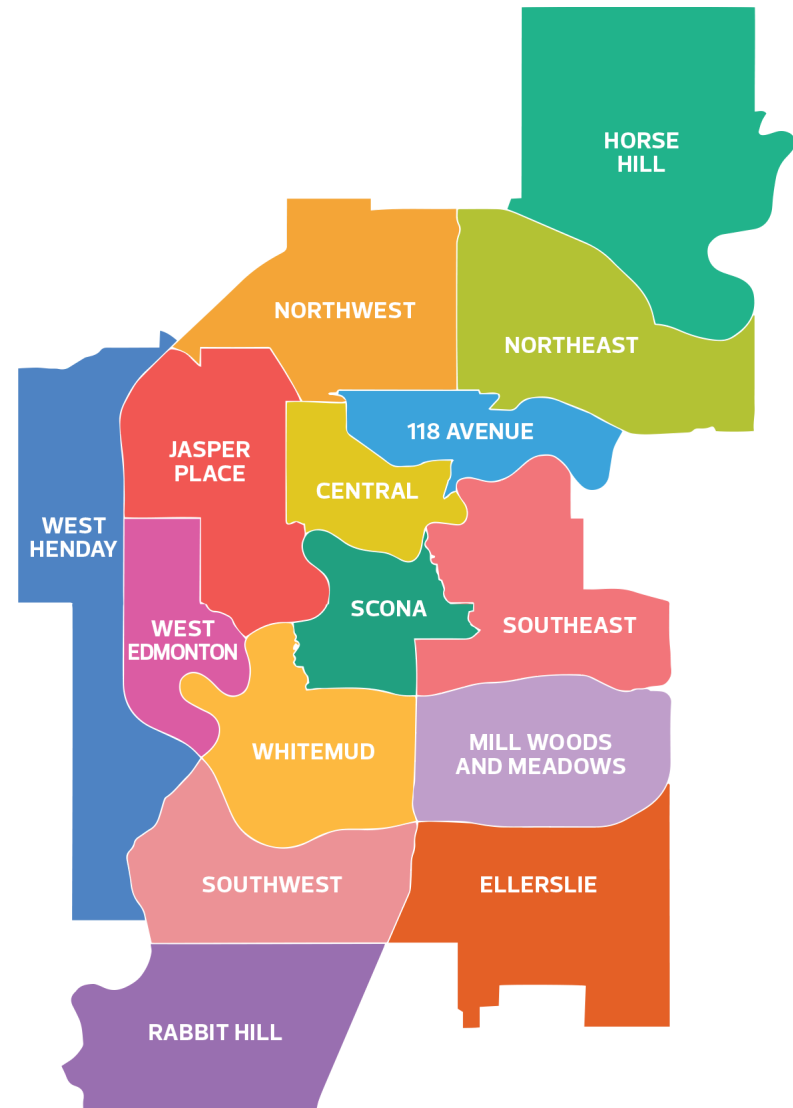
### There are 16 district plan bylaws:

- **District Policy** - applies to all districts and provides citywide policy direction.
- **15 district plans** - describe the districts, provide their specific policies and explain how they will change over time.

District plans and the [District Policy](#) will be used to guide change toward [The City Plan](#) vision and provide policy direction to accommodate Edmonton's growth up to the 1.25 million people milestone.

Together, these documents will inform city-building decisions by civic administration, businesses, civil societies and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

District plans will respond over time to accommodate Edmonton's growing population, the shifting municipal environment and emerging priorities. More detailed information may be added to the District Policy or individual district plans as additional planning work is completed or the context changes. District plans are designed to be dynamic rather than static - living documents that are kept up to date to ensure ongoing usefulness and relevance. The City intends to undertake major amendments to update district plans when the City's population approaches 1.25 million.



## 1.1 How to Use This District Plan

This district plan and the [District Policy](#) must be read together for complete planning direction. The District Policy provides policy direction for all districts and includes a glossary of terms and map features found in both this district plan and the District Policy. This district plan provides detailed information on where and how the District Policy applies through maps showing features and planned geographies, as well as additional and exceptional area-specific policies.

The steps below outline how to use this district plan and District Policy:



### Step 1: Read Introduction to District Plans ([Section 1](#))

Section 1: Introduction to District Plans explains the authority and relationship between district plans, the District Policy and other planning documents and plans.



### Step 2: Review the District Context ([Section 2](#))

Section 2: District Context describes and shows where the district is located within the city, how the district came to be and what is located within the district at the time of district plan adoption.

- [Map 1: Citywide Context](#)
- [Map 2: Heritage and Culture](#)
- [Map 3: District Context – Assets](#)
- [Map 4: District Context – Development Considerations](#)



### Step 3: Review the planning direction for the district ([Section 3](#))

Section 3: District Systems and Networks describes and shows the district's planned systems and networks including land use, nodes and corridors, open space and natural areas, mobility, and managing growth and the investments planned for these networks as Edmonton reaches 1.25 million people.

- [Map 5: Managing Growth to 1.25 Million](#)
- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

[Section 5: 'Growth to 2 Million'](#) summarizes how the district will continue to grow and change beyond the 1.25 million population horizon.  
[Map 12: Vision at 2 Million](#)



#### Step 4: Review the Area-Specific Policy ([Section 4](#))

Determine if there are any area-specific policies or geographic plans that apply to smaller areas within the district. [Map 11: Area-Specific Policy Subareas](#) indicates areas where the area-specific policy applies. These policies are unique to the district and may be additional or exceptional to the District Policy.



#### Step 5: Consult the [District Policy](#)

Consult the [District Policy](#) to find the applicable policies using the district maps and area-specific policy information identified through Steps 2 to 4 above.

**All district plan map symbols, locations, features and boundaries shall be interpreted as approximate unless otherwise specified within the plan.** If interpretation varies, consult the District Policy for further direction. Mass transit networks and other infrastructure works are subject to further technical study and refinement.

**Policies in the District Policy are positive and non-exclusive statements of intention, and therefore do not exclude actions they do not describe.** For example, a policy to support a certain type of development does not prevent the City from supporting a different type as well.

**District plans must be read in conjunction with [The City Plan](#) and other policies, strategies and guidelines established by the City.** References to applicable strategies and guidelines are included but are not comprehensive. For a complete review of applicable City policies and guidelines regarding individual development proposals or projects, consult with city planning staff.



## 1.2 Authority and Relationship to Other Plans

District plans and the [District Policy](#) are additional statutory plans, as described under Section 635.1 of the Municipal Government Act, as amended by the City of Edmonton Charter 2018 Regulation, and have been prepared in accordance with Section 636 of the Municipal Government Act.

District plans are subject to the City of Edmonton's Municipal Development Plan ([The City Plan](#)); in the event of a discrepancy, The City Plan shall prevail over the district plans and District Policy. In the event of a conflict between [Table 2: Area-Specific Policy](#) and the District Policy, **Table 2** shall prevail.

Where there are existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) other than the City Plan, the district plan will guide plan amendment decisions only, and the existing statutory plan will guide rezoning, subdivision and development permit decisions. Where no other statutory plan other than the City Plan is in effect for a given area, district plans and the District Policy will guide rezoning, subdivision, and development permit decisions. The creation of new statutory plans will be guided by the District Policy and the pertinent district plans in effect. Where there are Area Structure Plans and Area Redevelopment Plans in effect, the planned density targets established in those plans will be maintained to ensure consistency with the [Edmonton Metropolitan Region Growth Plan](#).

District plans support the Edmonton Metropolitan Region Board's growth objectives and strengthen collaboration with regional partners. Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs) and other geographic

plans will continue to provide guidance to ensure the orderly first-generation development of Developing Areas and Future Growth Areas.

## 1.3 Relationship With the Zoning Bylaw

District plans, the District Policy and other applicable statutory plans, guidelines and policy direction will inform and guide discretion in decision-making when considering land use, urban design and general planning decisions made while using Edmonton's Zoning Bylaw ([Bylaw XXXXX](#)).

City Council may designate an area as a Direct Control Zone in accordance with Section 641 of the Municipal Government Act. Direct Control Zones that were approved prior to [\[DATE OF PASSAGE OF DISTRICT POLICY\]](#), shall not be subject to the District Policy and applicable district plan. Any Direct Control Zones approved following this date will be subject to, and must align with, the District Policy and the applicable district plan.

## 1.4 Amendments

Amendments to district plans may be proposed from time to time to reflect system or network updates, such as changes to land use, mobility systems, heritage resources, growth activation priorities or the repeal of statutory plans. Amendments to specific areas of a district plan may be undertaken to provide additional policy direction as required. Where changes are required to accommodate a land development application, the applicant will be required to prepare the plan amendments in support of the application. Such amendments shall align with the general intent of policies outlined in the District Policy and The City Plan. All amendments to the plan must be presented as a proposed bylaw to City Council for consideration at a public hearing.

## 2 District Context

### 2.1 Physical Context

The Central District is located in the southeast area of the city and is one of 15 districts in Edmonton's District Network as outlined in [The City Plan](#). Adjacent districts include the Northwest, 118 Avenue and Jasper Place Districts. Across the North Saskatchewan river to the south are the Scona and Southeast Districts. Central District includes all lands depicted in [Map 1: Citywide Context](#), including the following neighbourhoods:

- Boyle Street
- Central McDougall
- Dovercourt
- Downtown
- Glenora
- Inglewood
- McCauley
- North Glenora
- Oliver
- Prince Charles
- Prince Rupert
- Queen Mary Park
- Riverdale
- Rossdale
- Sherbrooke
- Westmount
- Woodcroft

The Central District is generally bordered by the North Saskatchewan river along its southern and eastern boundary, 142 Street NW to the west and Yellowhead Trail, 121 Street NW to Kingsway NW and 111/112 Avenue NW to the north. These roadways connect and support movement of people and goods, and support mass transit and active transportation modes between the district and its surrounding areas.

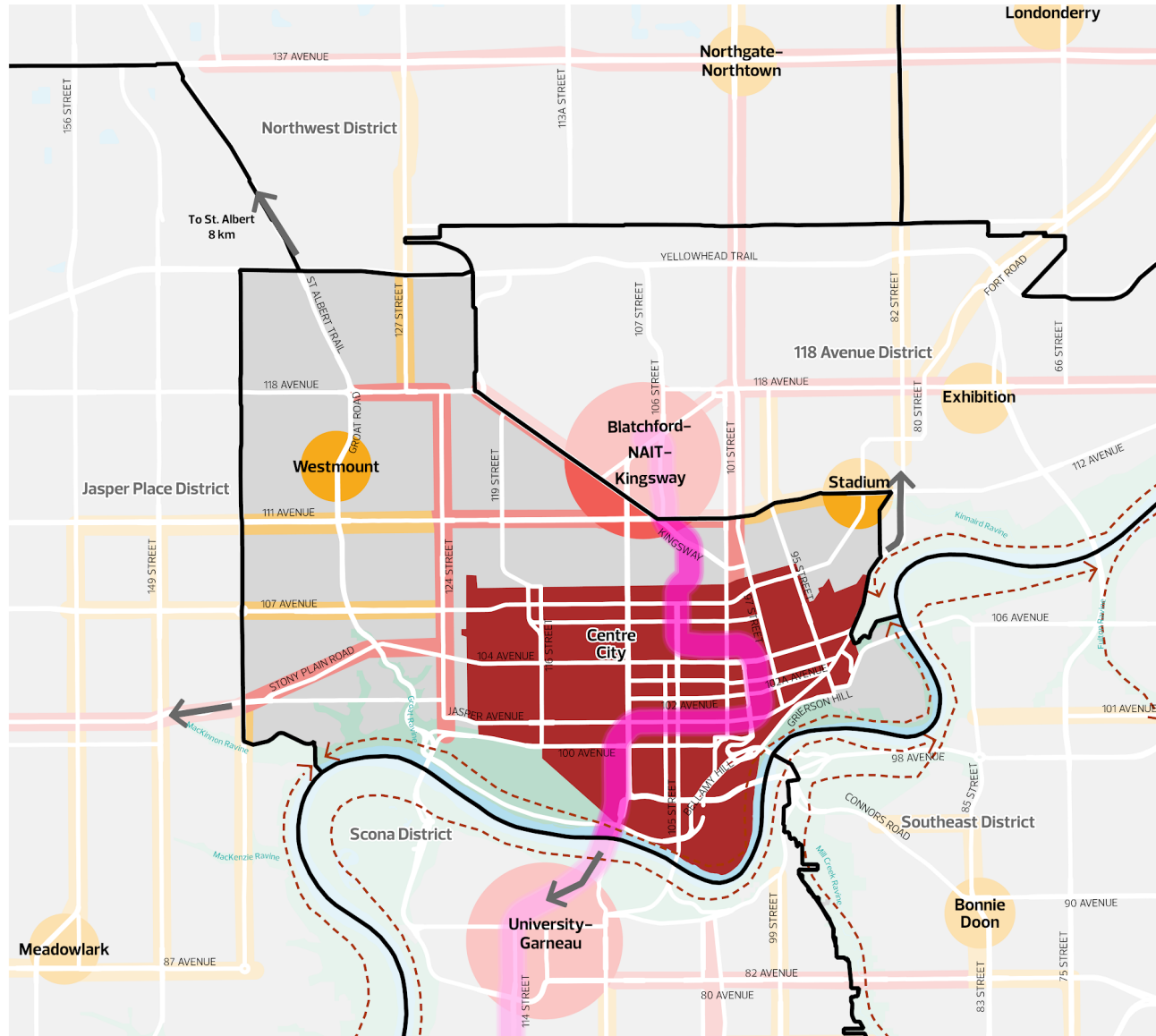
River valley areas within this district include the MacKinnon Ravine, Victoria Park, Louise McKinney Riverfront Park and Dawson Park along its southern and eastern boundaries. These provide major recreational parks, amenities and open space, and connect the district to Edmonton's river valley and ravine system.

#### Map 1: Citywide Context

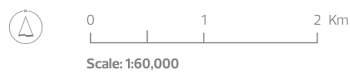
The Citywide Context map focuses on the district's position and location within the city and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

Map 1: Citywide Context

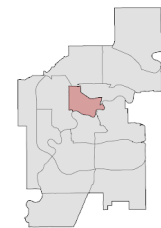
Legend items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
  - Adjacent Jurisdictions
  - District Boundary
  - Innovation Corridor
  - City Entrance
  - Transportation/Utility Corridor
  - Road Network
  - Active Transportation Regional Connection
  - River Valley Active Transportation Regional Connection
  - North Saskatchewan River Valley and Ravine System
  - Major Ecological Connection
- City Plan Nodes and Corridors**
- Centre City
  - Major Node
  - District Node
  - Primary Corridor
  - Secondary Corridor
- Pattern Areas**
- Redeveloping Area
  - Developing Area
  - Future Growth Area



DRAFT\_2023727



## 2.2 Historical Context

The land within the Central District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers arrived. The area is also part of the Métis homeland. Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape today. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The City acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experience and in their own voices. District plans, therefore, do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each district. Historical context is provided, instead, from a settler-colonial perspective generally beginning with the settlement period when the first railways reached the area and Edmonton was incorporated as a municipality.

The settlement history of this district has several distinct influences over time. Fur trading forts built in the early 19th century anchored the district as the economic, administrative and cultural centre of the region. Indigenous hunters camped nearby. When Indigenous peoples and European settlers died, they were buried in the Traditional Burial Grounds and Fort Edmonton Cemetery before other cemeteries were established in the region beginning in 1864.

River lots established after a Métis pattern created an agricultural community. These river lots were long, narrow farm lots that started at the river and extended backward, giving easy access to fresh water, wooded areas and space for farming. Métis people primarily farmed these lots, raised families and established their own communities along the North Saskatchewan River—playing a

significant role in the formation of the district and its urban landscape today. As more settlers arrived, these river lots and Hudson's Bay Company land were subdivided for development and Edmonton began its transition into an urban place in what is now the Central District. In this transition, Edmonton's commercial enterprises and institutions established themselves on the top of the river bank along what became Jasper Avenue NW. Development activity was initially focused east of 101 Street NW, the boundary of Hudson's Bay company land. Over time and as Downtown grew, its centre of gravity moved westward; the intersection of Jasper Avenue NW and 101 Street NW was the commercial core for decades. The area around 97 and 98 Streets NW became the city's Chinatown.

The arrival of the Canadian Pacific Railway across the river and the establishment of a rival south-side community (Strathcona) galvanized Edmonton to incorporate as a municipality in 1892 and compete for things like a bridge (the Low Level), completed in 1900. Receiving a direct railroad connection in 1905 and being named Alberta's capital in 1906 confirmed this district's regional importance and contributed to accelerated growth.

Affluent families and new professionals originally built their homes west of 101 Street NW. Arrivals with fewer means tended to settle in the eastern and northern portions of the district. Construction of the Legislature building on the site of the final fur trading fort drew growth westward. Glenora was laid out in 1911 on a garden city suburb plan. Many business and political leaders settled in Glenora and Westmount, and the Government of Alberta built Government House in 1913 to house lieutenant-governor officials. The latter area later housed the original Royal Alberta Museum.

Industrial uses were initially located along valley flats but after a devastating flood in 1915, industry decamped to higher ground with rail access and a long cycle of disinvestment in the valley

communities of Rosssdale and Riverdale began. The city's power plant and water treatment plant remained in Rosssdale but the valley flats to the west became Victoria Park, the first significant open space in Edmonton's "ribbon of green." The Canadian National Railway lines and associated industrial and commercial uses influenced the eastern and central land development of the Central District, and parts of the west (Westmount/Inglewood area). Rail operations expanded into the Commonwealth Stadium and Brewery District areas, and north along 121 Street NW to the CN Walker Yard at 127 Avenue NW. Portions of the line east of Downtown later developed into Edmonton's first Light Rail Transit (LRT) system in 1978, forming a connection between Belvedere and Downtown.

The north and central areas of the district saw rapid growth following the construction of the electric streetcar in 1908. An elaborate City Beautiful plan for the development of the Hudson Bay Company's lands north of 108 Avenue NW established Kingsway (originally Portage Avenue) as an important roadway but otherwise failed to be realized as development slowed after 1913. The streetcar was extended along 124 Street NW and 95 Street NW allowing residents in the Westmount and McCauley areas access to Downtown and commercial development. The streetcar line eventually extended north along 127 Street NW in 1917 and crossed the Yellowhead Corridor.

Following some interim use during World War II with proximity to Blatchford field, northern and western parts of the Central District were quickly converted into residential suburbs when Edmonton began to boom again after World War II. The district's

youngest neighbourhoods (e.g. Woodcroft, Dovercourt, Sherbrooke) were built in the 1950s following the 'neighbourhood unit' design concept that aimed to keep traffic to the periphery through a modified grid street layout. Westmount Mall, Edmonton's first suburban shopping mall, was also built during this time along with the Bel Air (now Baywood Park) Apartments and Coronation Park.

Redevelopment is also an important part of this district's history. Beginning in the 1950s, Downtown began to be remade along modernist architectural lines, with older brick and wood buildings replaced by high-rise structures. Urban renewal projects resulted in residents and businesses being displaced. A civic centre originally planned in 1912 finally began to take shape around a City Hall built in 1957. Starting in the 1960s, redevelopment of older homes in Oliver, Boyle Street, and near 107 Avenue NW (Central McDougall and Queen Mary Park) significantly increased the apartment supply in Edmonton.

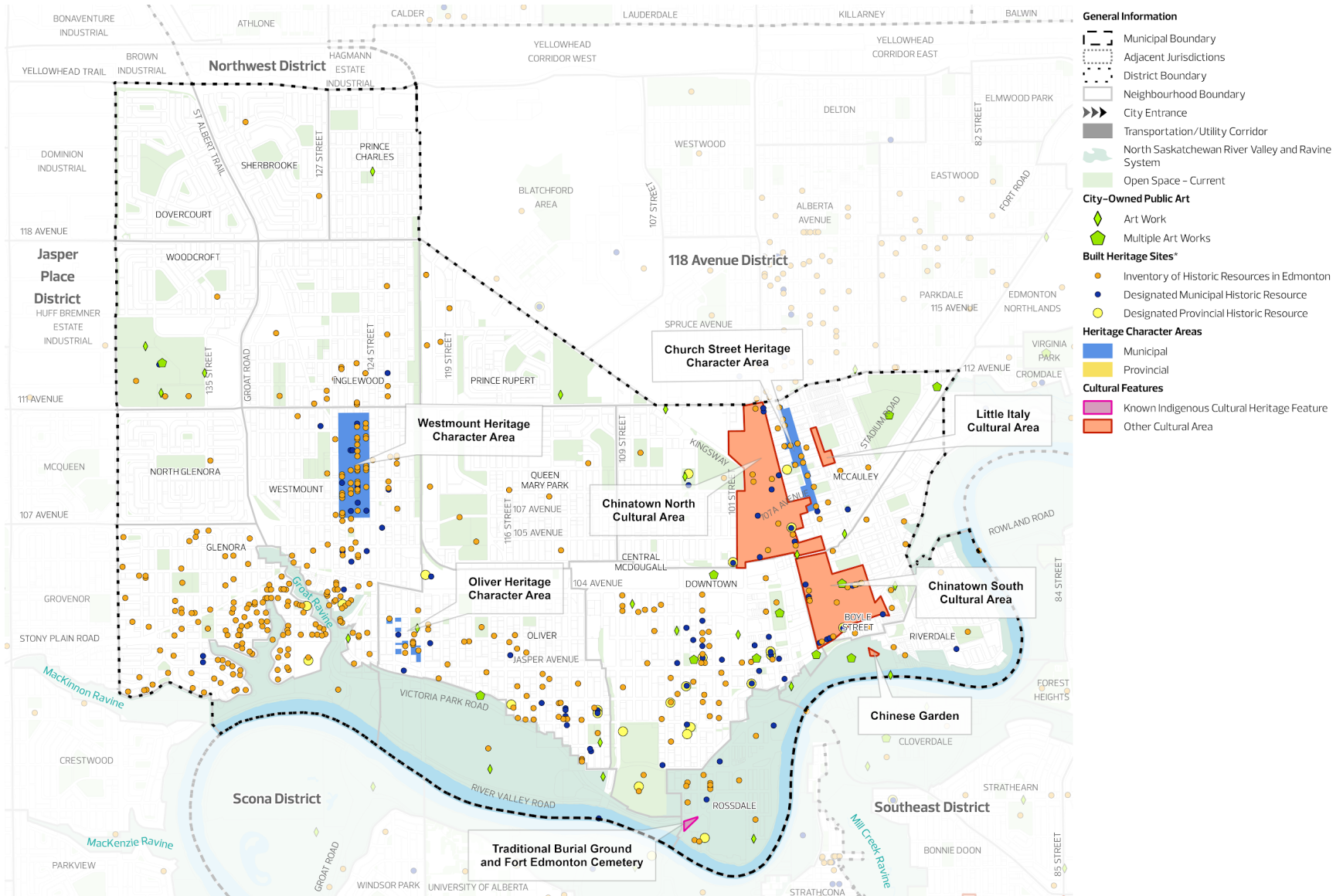
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this area. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities and First Nations, cultural landscapes and historical resources shown through stories, structures and spaces.

## Map 2: Heritage and Culture

The Heritage and Culture map emphasizes the built heritage and cultural areas that have been formally endorsed through existing city policies or initiatives. This map includes the City of Edmonton Public Arts Collection and identifies areas or sites that are known by the City of Edmonton to have particular significance to Indigenous communities based on City engagement and relationships with Nations and communities. These maps do not show the location of paleontological/archeological sites.

Map 2: Heritage and Culture

Legend items are defined in District Policy Glossary



0 0.25 0.5 Km Scale: 1:40,000 DRAFT\_2023727

\*See City of Edmonton Open Data for latest information

## 2.3 Development Context

The Central District comprises Edmonton's central business district and surrounding mature neighbourhoods of primarily residential and mixed use development. Recreational and institutional uses such as Commonwealth Stadium and Recreation Centre, REMAX Field, MacEwan University, Norquest College and the Alberta Legislature are rooted across the district.

This planning district generally includes the neighbourhoods associated with, although distinct from Downtown, including Rosedale, Oliver and Boyle Street. The latter areas share a strong connection to the district's Jasper Avenue NW commercial corridor. Oliver developed as an attractive area for higher density, apartment redevelopment and many of the original single-detached homes were replaced beginning in the 1960s; much of it retains a residential character. A majority of the district's low-density housing is located away from the Downtown area.

Jasper Avenue NW remains the Central District's main commercial avenue, with significant commercial, heritage and cultural areas extending north, such as along 97 Street NW and 95 Street NW. The Heritage Quarter in Boyle Street contains municipal historic resources that represent the heart of the early Edmonton community, where vibrant commerce, trade, entertainment and living once existed. Edmonton's original Chinatown emerged more than 100 years ago in the areas of Boyle Street and McCauley, where a number of merchants established businesses to cater to a small, but growing Chinese population. It emerged in the area around Jasper Avenue NW and 97 Street NW; but urban renewal pushed businesses east on 102 Avenue NW and also north up 97 Street NW, creating a distinct "Chinatown South" and "Chinatown North" in the 1970s. 95 Street NW became the centre of Edmonton's Italian community in the 1950s. 107 Avenue NW,

dubbed "Avenue of Nations" by the 1990s, also became a noted area for culturally diverse businesses.

Further west, Jasper Avenue NW connects to the 124 Street NW commercial strip that divides Oliver, Westmount and Inglewood. These neighbourhoods include some of the city's oldest neighbourhoods and housing stock. Early examples of housing constructed from 1912 to 1925 and their original architectural character can be found along 125 Street NW and 126 Street NW within the Westmount Architectural Heritage Area.

Groat Road is a major north-south connection within the western portion of the Central District. Heading south, Groat Road NW connects the neighbourhoods of Dovercourt, Sherbrooke, Woodcroft, North Glenora and Glenora to major activity centres such as Westmount Shopping Centre and Coronation Park. It continues south across the river valley to the Scona District to access the University of Alberta north campus and University Hospital.

The LRT line connects the Downtown area neighbourhoods to the northeast and south of the city. Central District neighbourhoods and major anchors accessible by the Metro and Capital line include McCauley, Central McDougall, Prince Rupert, the Royal Alexandra Hospital and Commonwealth Stadium. Neighbourhoods in the west areas of this district will be influenced by the ongoing LRT development of the Valley Line West.

A portion of the Edmonton river valley and ravine system is included within the boundary of this district plan and is guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020). The latter is intended to help guide appropriate public use and enjoyment of

the river valley while protecting ecologically sensitive areas within the Central District and Edmonton citywide.

EPCOR has flood mitigation projects planned in this district that include a combination of homeowner programs, drainage system

improvements, green infrastructure and planning. The goal is to slow, move, secure, predict, and respond to flooding events to prevent or reduce the impact.

### **Current Plans in Effect**

In the Central District, the following statutory geographic plans are in effect that provide additional planning and land use direction:

- Capital City Downtown Plan – 2010
- North Edge Area Redevelopment Plan – 1998
- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Rossdale Area Redevelopment Plan – 1986
- Stadium Station Area Redevelopment Plan – 2018
- The Quarters Downtown Area Redevelopment Plan - 2009

The Rossdale Area Redevelopment Plan (adopted in 1986) provides for the rehabilitation of the South Rossdale area to be compatible with existing development and encourages redevelopment in North and West Rossdale, recognizing the location within the river valley and proximity to downtown. A major amendment to the plan in 2021 incorporated heritage interpretation and redevelopment and infrastructure intentions for the River Crossing area. The plan also guides the area of the Traditional Burial Grounds and Fort Edmonton Cemetery.

The North Edge Area Redevelopment Plan was originally adopted under a different name in 1998 to guide the neighbourhoods of Central McDougall and Queen Mary Park. Direction for the 'North Edge', between 105 and 107 Avenues NW was significantly updated later to support urban revitalization, transitioning and redeveloping the southern lands adjacent to Downtown, from previous industrial, institutional, and commercial activities into higher density, mixed use residential communities. A redevelopment levy applies in that area to provide for more public amenities as redevelopment occurs. In 2023, a major amendment reduced the boundaries and renamed the plan to focus on the portions of the North Edge affected by the levy, together with related open space and other land use policies.

The Quarters Downtown Area Redevelopment Plan (adopted in 2009) provides a planning framework to guide development and revitalization in The Quarters portion of Boyle Street. The Plan lays out areas of special character, sustainable development and



recommends specific policies and regulatory actions to achieve a vibrant, healthy community of five distinct areas, each with its own character, activities and feel. The Quarters community revitalization levy supports infrastructure investments.

The Capital City Downtown Plan (adopted in 2010) provides a land use planning framework and implementation plan to guide development for 10 to 15 years after plan adoption. The Plan sets out public investment projects that are key to the transformation of the Downtown and provides regulations to raise the standard of urban design and encourage sustainable development. A community revitalization levy supports infrastructure improvements in parts of Downtown.

The Stadium Station Area Redevelopment Plan (adopted in 2018) includes Stadium Station, where a first-generation transit-oriented development plan largely failed to attract the desired redevelopment. As a result, a new Stadium Station Area Redevelopment Plan was created to address the LRT station's integration with its surrounding area. The land use planning framework will guide private sector redevelopment and public sector improvements to increase housing and residential-supportive amenities. The Plan's full build out is anticipated to happen over 20 to 25 years following plan adoption.

The Central District has other important planning tools that provide specific direction, among them The Chinatown Strategy and Chinatown Urban Interface Plan (2017) and the Downtown Public Places Plan (2020).

The Chinatown Strategy and The Chinatown Urban Interface Plan (both adopted in 2017) aim to boost socio-economic development in Edmonton's Chinatown. The Strategy provides a framework of actions to address programming and placemaking as outlined in the Chinatown Economic Development Plan. The Urban Interface Plan is a focused urban design analysis that sets out location criteria for improvements in the area.

The Downtown Public Places Plan (adopted in 2020) provides a 20-year vision and direction for the entire public places network in The Quarters, Downtown, Rosedale and the Alberta Legislature areas. The Plan builds on the Capital City Downtown Plan and BREATHE: Green Network Strategy to improve the provision, connectivity and functionality of public places.

### **Map 3: District Context - Assets**

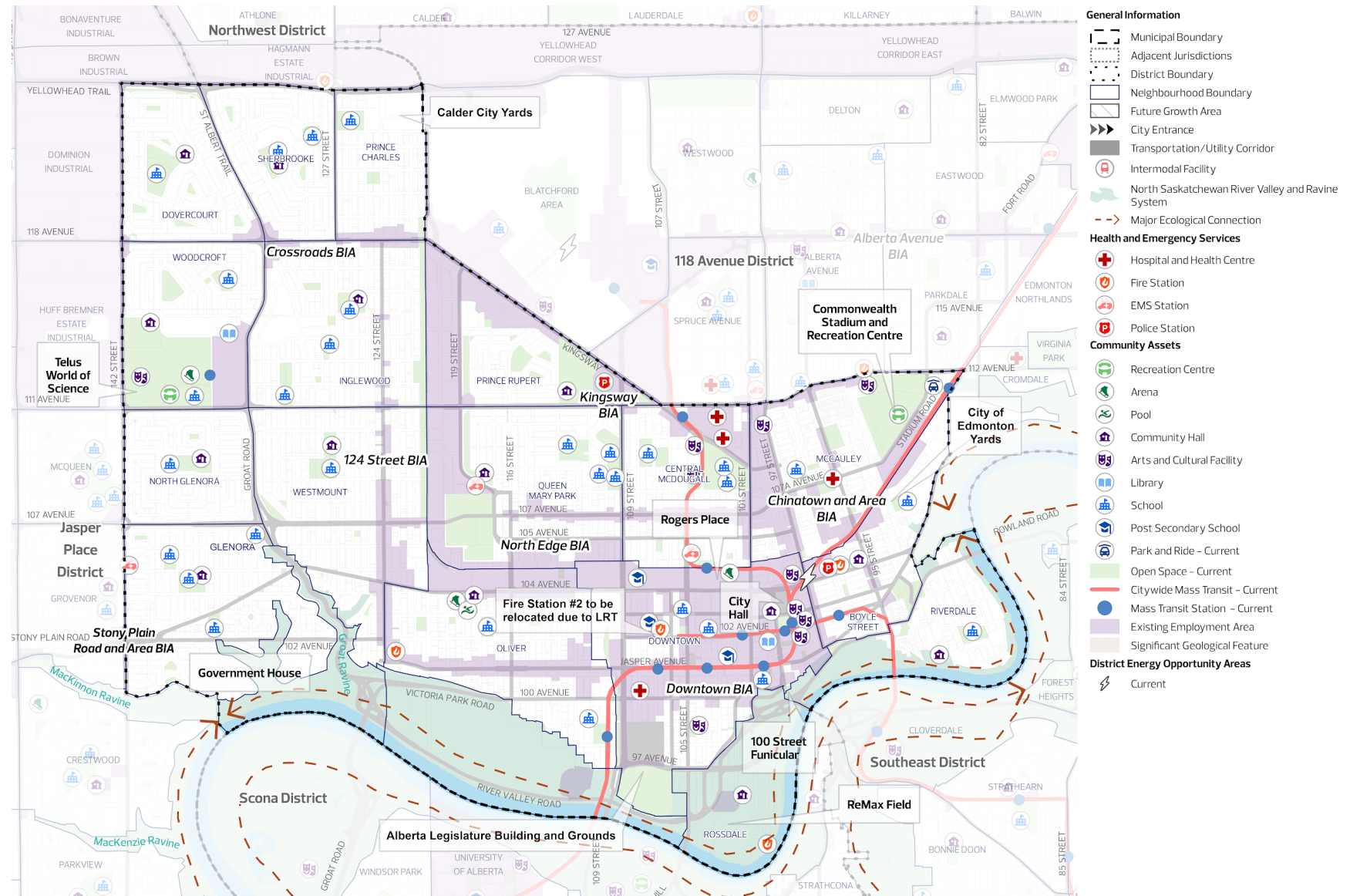
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational facilities.

### **Map 4: District Context - Development Considerations**

The District Context - Development Considerations map is a snapshot of existing conditions at the time of plan adoption—and highlights constraints to consider when working towards creating 15-minute communities. The map illustrates development considerations, such as deficits and risks.

Map 3: District Context – Assets

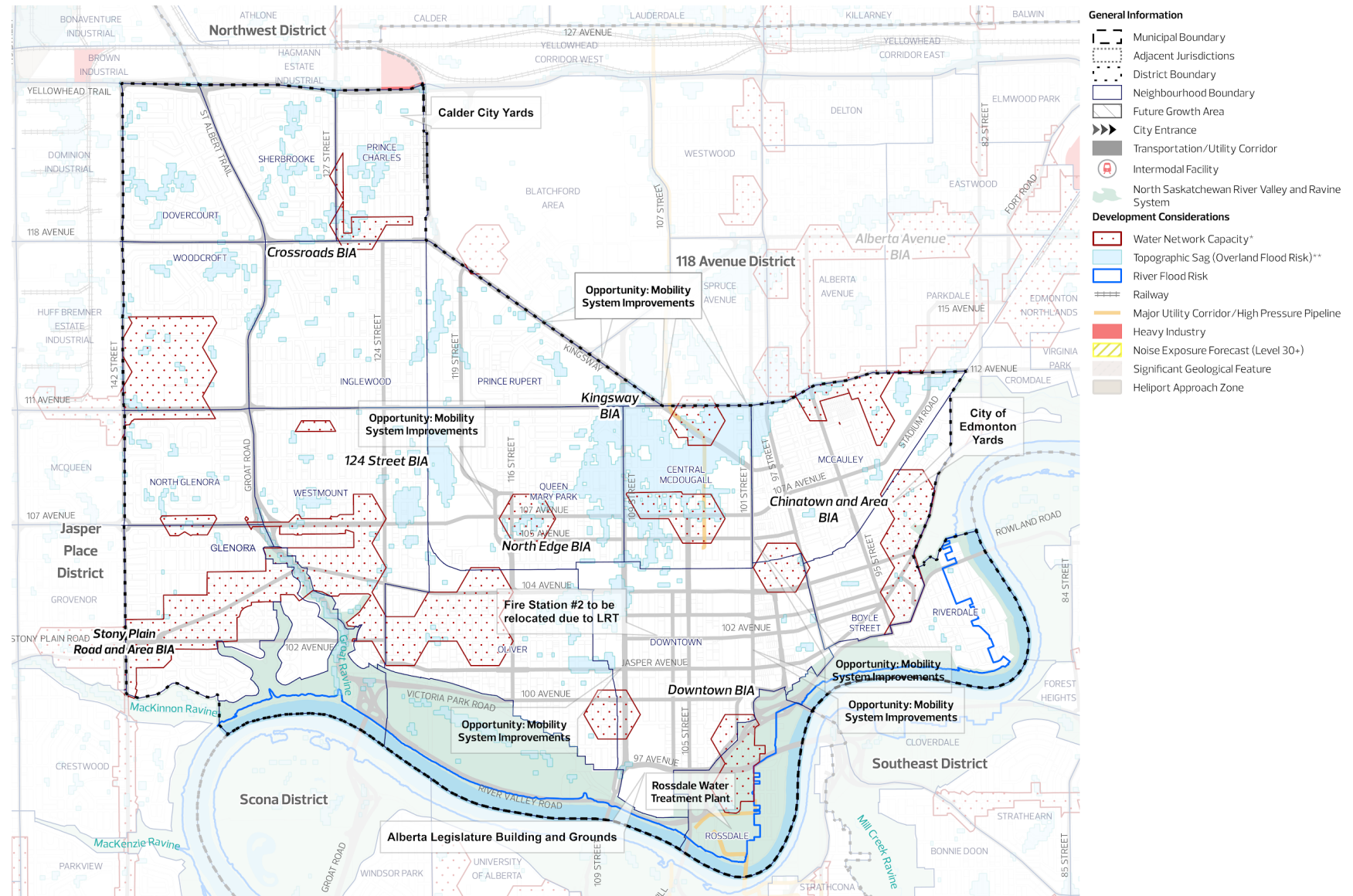
Legend items are defined in District Policy Glossary



Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 4: District Context – Development Considerations

Legend items are defined in District Policy Glossary



Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.  
 \*Water network capacity is shown on this map within the Node and Corridor boundaries only, and where flow is less than 300 L/s. Refer to Open Data Average Fire Flow by City Block Area Map at data.edmonton.ca for full dataset. \*\*Estimated extents of topographical sags to be used for system planning analysis. Not to be used for detailed design. EPCOR disclaims any liability for the use of this information.

## 3 District Systems and Networks

Cities are complex. They work best when land use and transportation are considered together with environmental, economic and social factors using a systems approach. [The City Plan](#) calls these systems Managing Growth, Planning and Design and Mobility.

The features shown on **Maps 5 to 10** guide decisions for the orderly growth of the Central District, including how land is used and supported by infrastructure. All three systems and their interconnections inform planning decisions for how the district will grow and change over time. All terms and map features are defined in the glossary of the [District Policy](#).

### 3.1 Managing Growth

As the city grows to the 1.25 million resident population horizon outlined in The City Plan, the Central District will grow and change. This section outlines the district's anticipated population and employment growth and how the City of Edmonton will support this growth.

Population growth in this district will primarily occur in Downtown, the Jasper Avenue NW and 104 Avenue NW sections of Oliver, The Quarters in Boyle Street and the River Crossing area of Rosedale. In addition, continuing redevelopment is expected in the North Edge area, which forms the southern parts of Queen Mary Park and Central McDougall. At the eastern extremity of the Central District, the Stadium District Node redevelopment is also a focus for growth.

Employment growth is expected to occur in the Innovation Corridor - an area focused on opportunities for investment in innovative business and institutional growth connected by mass transit. Downtown will maintain and strengthen its role as a business, cultural, transportation, and visitor hub, with the opportunity to expand geographically as the city grows to support adjacent areas of the Centre City Node.

Additional opportunities for redevelopment are identified along portions of Primary Corridors in the district, including 124 Street, 97 Street, 111 Avenue and Stony Plain Road. Mass transit investments, such as the west branch of the Valley Line LRT, and a proposed north-south route along 101 Street NW/97 Street NW are expected to support the activation of these areas. Other improvements to district network mass transit will provide enhanced connections within the district and to surrounding areas.

**Table 1** provides the anticipated population and employment numbers for the Central District at the 1.25 million and two million population horizons of [The City Plan](#). This considers the Central District’s population contributions within citywide growth expectations for the 1.25 million and 2 million population horizons.

**Table 1 - Anticipated District Population and Employment Numbers**

	Federal Census 2021*	City Plan 1.25 Million Population Horizon	City Plan 2 Million Population Horizon
District Population	84,000	113,000	240,000
District Employment	135,000	146,000	214,000

\* 2021 figures are calculated with the 2021 Federal Census using census tract level data. Figures will be updated when neighbourhood-level census data becomes available.

The way the district looks and feels will change as development projects are completed. Development and change will happen district-wide but more growth and higher-density development will occur in the district’s nodes and corridors. Shifts in local demographics and changing economic conditions will also play roles in shaping the district’s employment and population growth.

The City Plan establishes an approach to growth management to support Edmonton’s growth in a socially, environmentally and fiscally responsible way. This district plan identifies areas within the district where growth is prioritized and public investments will encourage and support growth. In addition to this district plan, the growth and infrastructure of existing neighbourhoods is described in greater detail where provided in their respective local plans, such as Area Redevelopment Plans and other area-specific planning documents. This includes the Capital City Downtown Plan, North Edge Area Redevelopment Plan, Rossdale Area Redevelopment Plan, Stadium Station Area Redevelopment Plan and The Quarters Downtown Area Redevelopment Plan.

The City may lead, facilitate and/or fund many of the initiatives and projects referenced. Community, industry or intergovernmental-led projects will also be important to the district’s success. Similarly, smaller local improvements that are not listed in this plan (e.g. street lighting, traffic calming, public space programming) can also support activation.

### Priority Growth Areas

Priority Growth Areas are the nodes and corridors that are expected to experience more development (compared to other locations) as the City grows to a population of 1.25 million. It is expected that investment in these areas will contribute to [The City Plan's](#) implementation over the long term.

Prioritized investment is intended to support the development of nodes and corridors in line with The City Plan's phasing and activation approach. This combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan levers of change (policy, partnerships, pricing, investment) and the anticipated dwelling unit growth to 1.25 million (see City Plan Maps 10A and 11A). It also allows the City and its city-building partners to align the timing and locations of investment.

Priority Growth Areas are typically concentrated in the redeveloping areas of the city. Most districts with new neighbourhoods do not have Priority Growth Areas. Growth in these neighbourhoods is directed by local plans.

[Map 5: Managing Growth to 1.25 Million](#) identifies nine Priority Growth Areas for the Central District Plan: the 124 Street Primary Corridor, Blatchford - NAIT - Kingsway Major Node, the Centre City - Downtown, Centre City - North Edge, Centre City - Oliver, Centre City - Quarters, Centre City - Rosedale, Stadium District Node and the Stony Plain Road Primary Corridor.

### Map 5: Managing Growth to 1.25 Million

Managing Growth to 1.25 Million communicates geographic growth priorities and the City's expected major actions to support Edmonton's growth to 1.25 million people, such as investments in transit, active transportation and open spaces. These investments, along with others in utilities, transportation and community infrastructure will support existing and future residents. In particular, the map identifies nodes and corridors that are Priority Growth Areas and describes how changes to these areas will look and feel in the future.



## 3.2 Planning and Design

The Planning and Design system is about using land to ensure that there are opportunities for a variety of housing, employment and open spaces in each district. The Planning and Design system is made up of the following networks:

- Nodes and Corridors Network establishes logical areas to focus population and employment growth. The extent of this network is designed to accommodate Edmonton's growth to two million people.
- Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.
- Non-Residential Opportunities Network includes commercial and industrial -focused areas, as well as major institutions, to create productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.

District maps that show Planning and Design direction include:

- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)

Steps toward building these networks are already occurring and will continue as Edmonton grows to 1.25 million and beyond.

### Map 6: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map shows the district's statutory geographic plans and the broad land use categories and design influences planned for new growth and redevelopment as Edmonton reaches 1.25 million people. It combines and integrates all Planning and Design Networks, showing how they work together to achieve the district's expected growth.



## Map 7: Nodes and Corridors

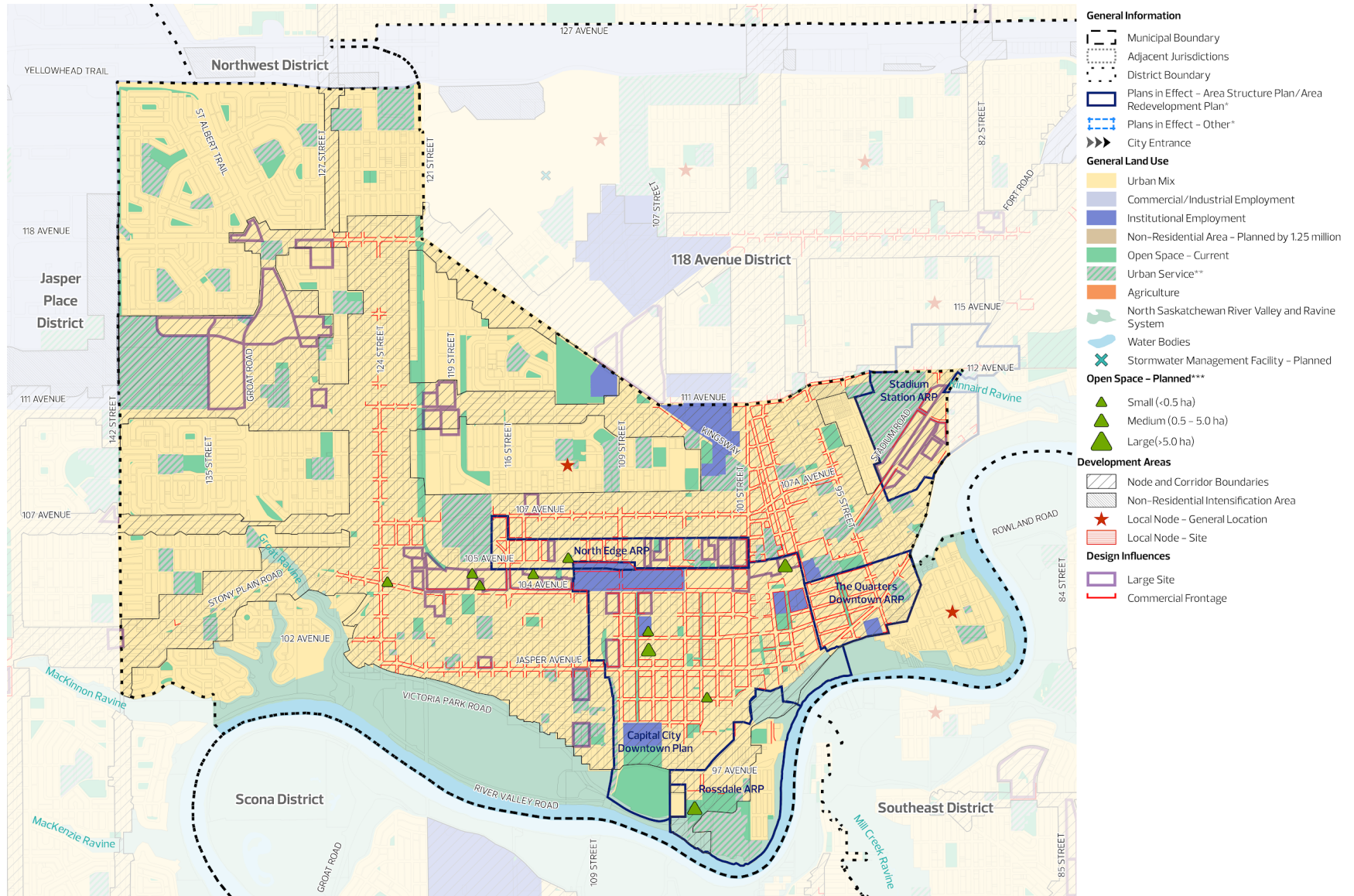
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts as additional information to understand and apply the land use categories shown in [Map 6: Land Use Concept to 1.25 Million](#). The appropriate scale of development depends on the type of node and corridor and roadway types, as described in the [District Policy](#).

## Map 8: Open Space and Natural Areas to 1.25 Million

The Open Space and Natural Areas to 1.25 Million map elaborates on the Green and Blue Network in The City Plan with more detail and geographic specificity, including open space types and connections. The map features current and planned publicly-owned open spaces and parks as Edmonton reaches 1.25 million people. Some planned open spaces shown may be built beyond 1.25 million people, subject to growth patterns. Connections are linear greenways and open spaces supporting wildlife movement and public access to the district's natural systems.

Map 6: Land Use Concept to 1.25 Million

Legend items are defined in District Policy Glossary

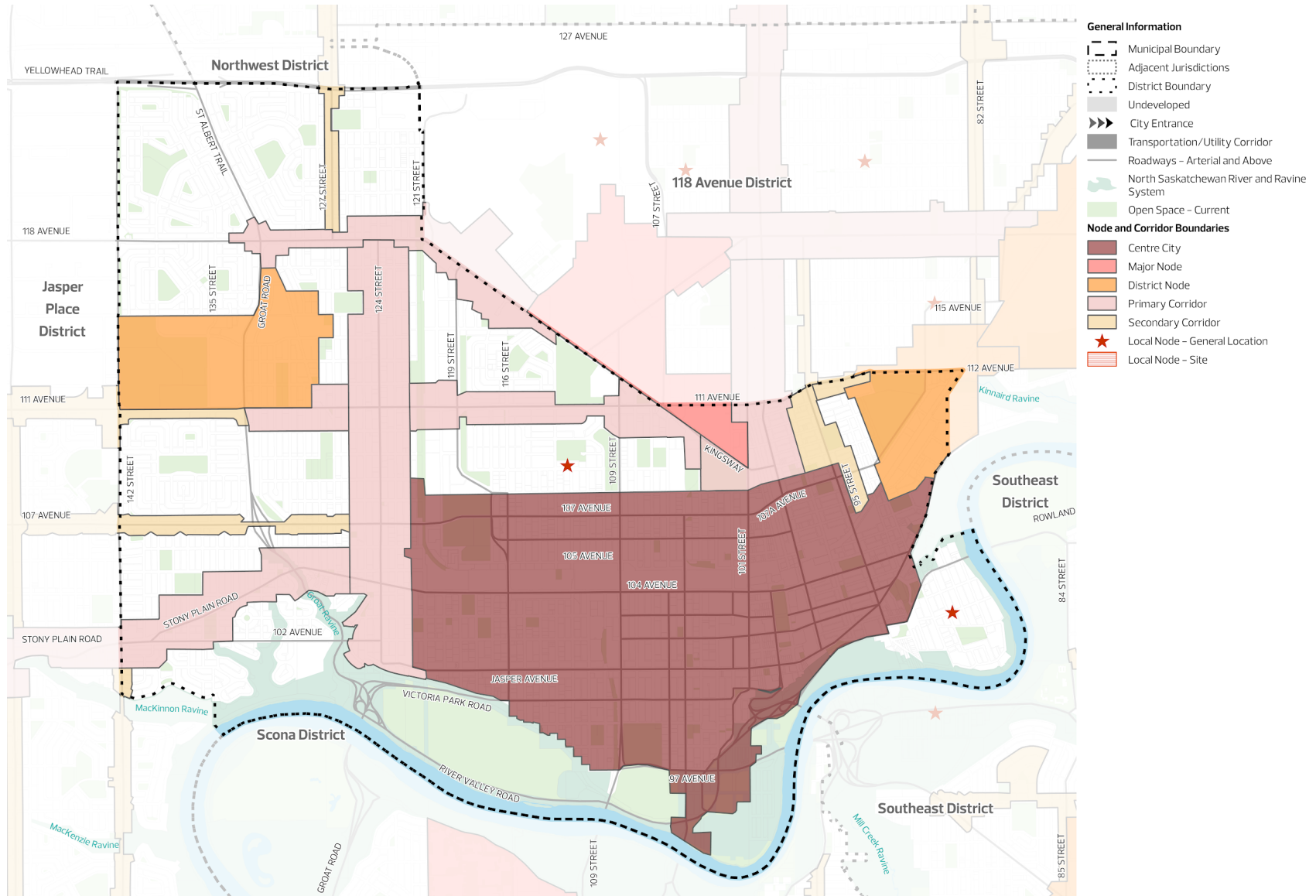


0 0.25 0.5 Km Scale: 1:40,000 DRAFT\_2023727

\*Plan boundaries on this map are conceptual. Consult the plan in effect for details.  
 \*\*Lands designated Urban Service may include schools, fire halls, places of worship, etc.  
 \*\*\*May include urban services. See additional plans in effect (where applicable) for details.

Map 7: Nodes and Corridors

Legend items are defined in District Policy Glossary

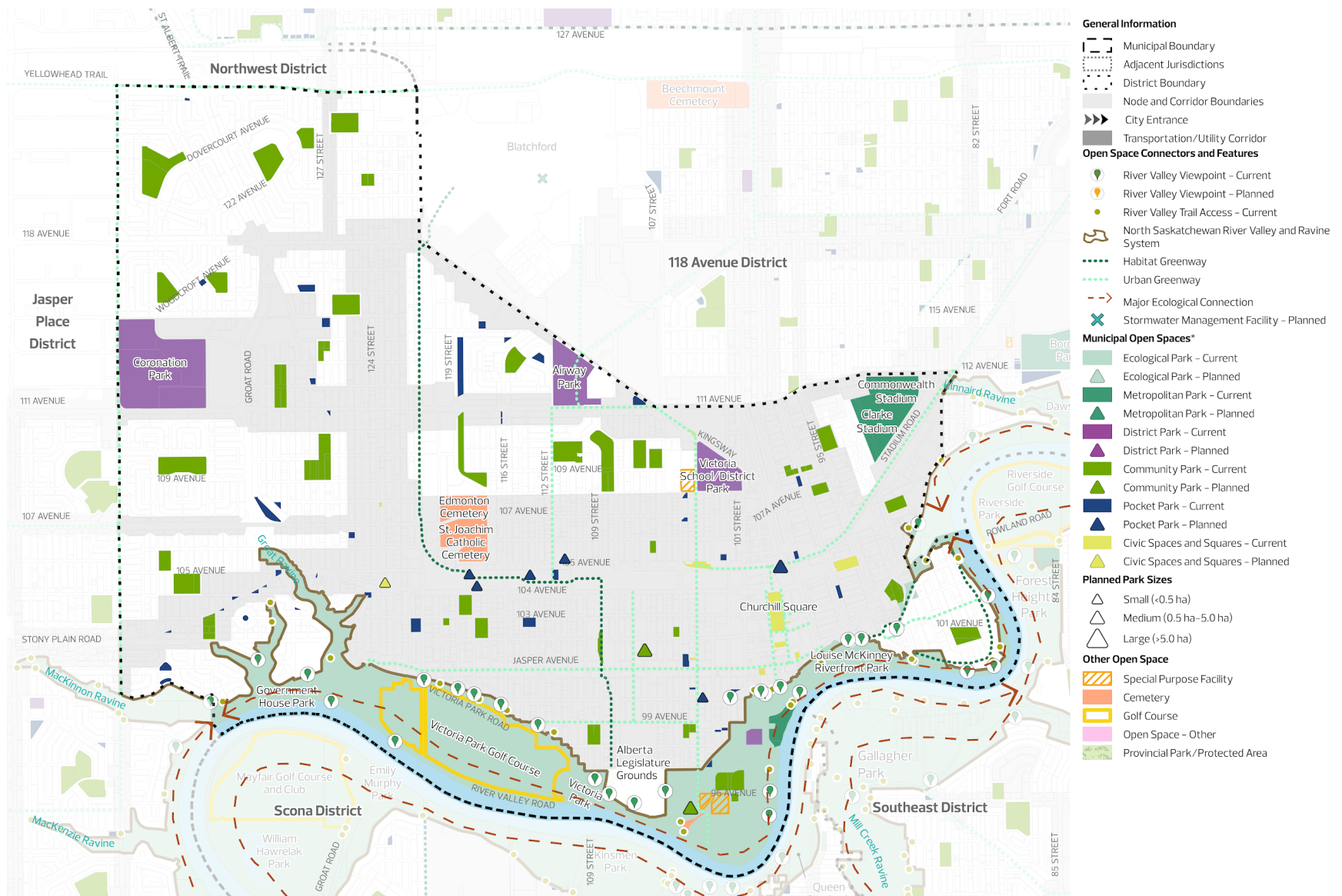


- General Information**
- Municipal Boundary
  - Adjacent Jurisdictions
  - District Boundary
  - Undeveloped
  - City Entrance
  - Transportation/Utility Corridor
  - Roadways – Arterial and Above
  - North Saskatchewan River and Ravine System
  - Open Space – Current
- Node and Corridor Boundaries**
- Centre City
  - Major Node
  - District Node
  - Primary Corridor
  - Secondary Corridor
  - Local Node – General Location
  - Local Node – Site

0 0.25 0.5 Km Scale: 1:40,000  
DRAFT\_2023727

Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary



\*Open Spaces may include urban services. Planned Open Space locations are conceptual and subject to planning stages and development timing. See additional plan in effect (where applicable) for details.

### 3.3 Mobility

The Mobility system is about moving people and goods in an efficient and accessible manner. Any vibrant and prosperous city must have integrated transportation networks that provide residents with convenient options. Such a system should facilitate opportunity, connection and health while being safe, inclusive and barrier-free for all users. The Mobility system is made up of the following networks:

- Active Transportation Network creates critical connections using walking, rolling or biking that allow people to access destinations, amenities, daily needs and recreational opportunities.
- Transit Network provides city-wide, district and regional connectivity using mass transit, prioritizing accessible, reliable and safe services.
- Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment and support regional connection and prosperity. The network includes Arterial Roadways, Principal Roadways, Expressways, Freeways and Provincial Highways.

District maps that show Mobility direction and the Roads and Goods Movement Network include:

- [Map 7: Nodes and Corridors](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

#### Map 9: Active Transportation to 1.25 Million

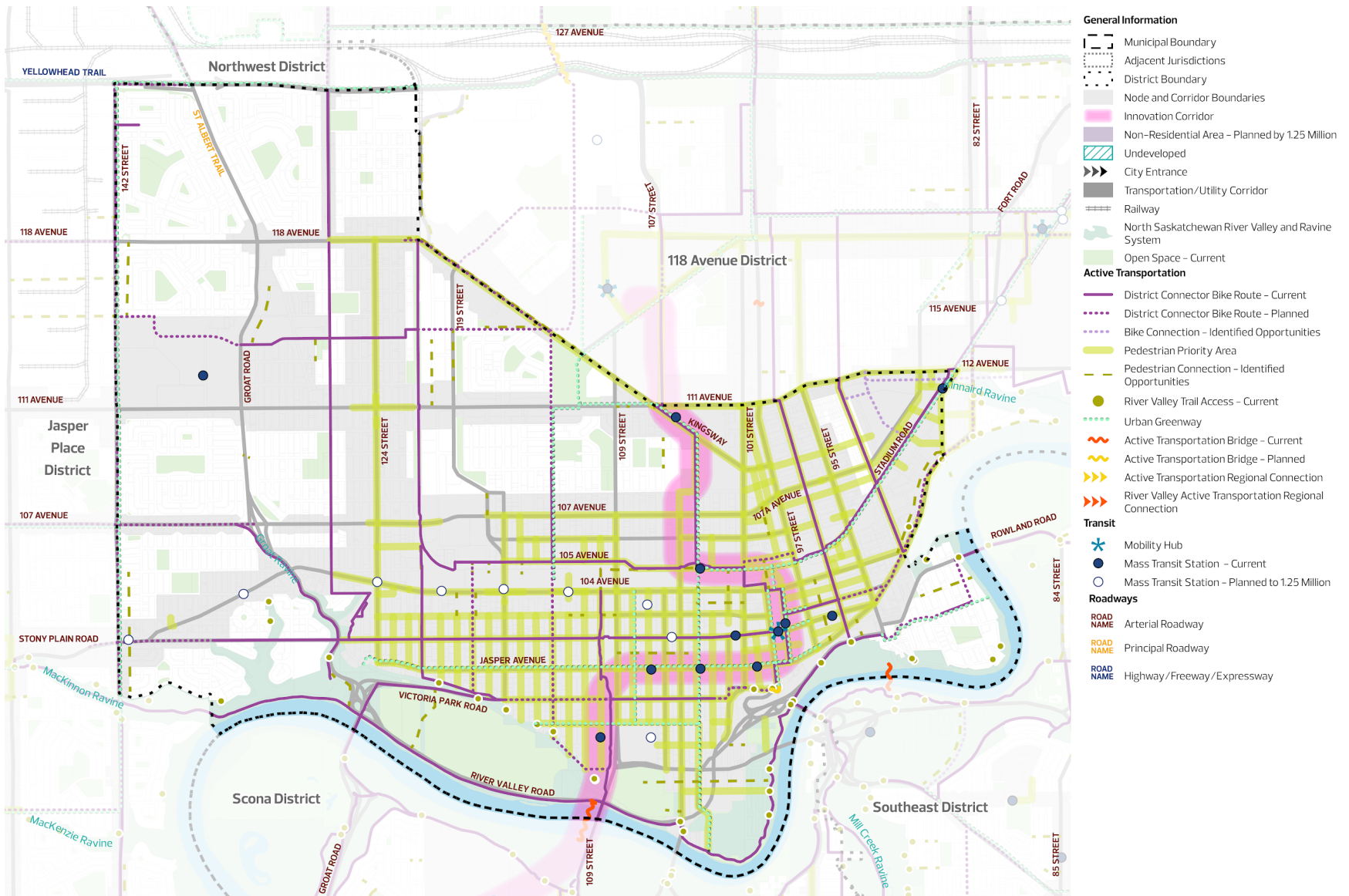
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies the district-level walking, cycling or rolling pathway intentions for the district's Active Transportation Network when Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

#### Map 10: Transit to 1.25 Million

The Transit to 1.25 Million map shows both the current and planned transit system from The City Plan and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies citywide and district-level bus or LRT routes intended for the district's mass transit system when Edmonton reaches 1.25 million people. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.

Map 9: Active Transportation to 1.25 Million

Legend items are defined in District Policy Glossary

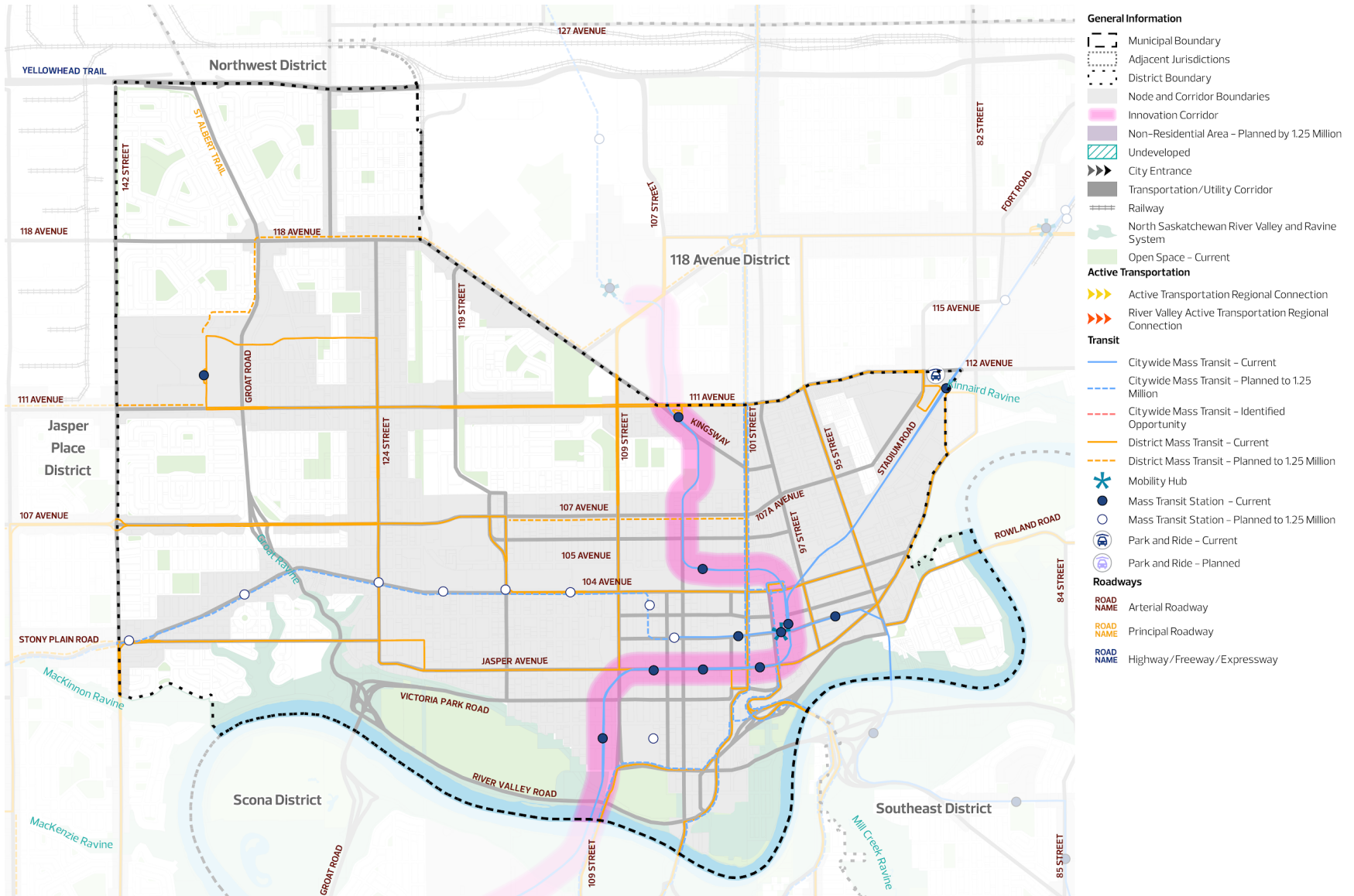


0 0.25 0.5 Km Scale: 1:40,000 DRAFT\_2023727

Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 10: Transit to 1.25 Million

Legend items are defined in District Policy Glossary



0 0.25 0.5 Km Scale: 1:40,000 DRAFT\_2023727

Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

## 4 Area-Specific Policy

This Area-Specific Policy section lists additional or exceptional policies as well as other geographic plans and tools to consider when making land use decisions for specific areas of the district. The information in this section must be considered alongside the [District Policy](#) for complete planning direction.

Policies in this section may include:

- Planning guidance that must be considered in addition to that found in the District Policy, or
- Planning guidance that is an exception to policies found in the District Policy

Reference [Map 11: Area-Specific Policy Subareas](#) to identify the geographic areas where additional or exceptional policies apply in this district and [Table 2: Area-Specific Policy](#) for the detailed policy direction. In the event of a conflict between **Table 2** and the District Policy, **Table 2** shall prevail.

Where no specific policy applies for a particular location on **Map 11**, refer to the district plan maps and District Policy for planning guidance.

Refer to [Section 1.2](#) 'Authority and Relationship to other Plans' of this district plan for information on how any geographic plans listed in **Table 2** shall be read with the District Policy and this district plan.





Table 2 - Area-Specific Policy Table

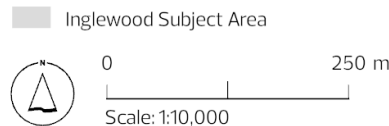
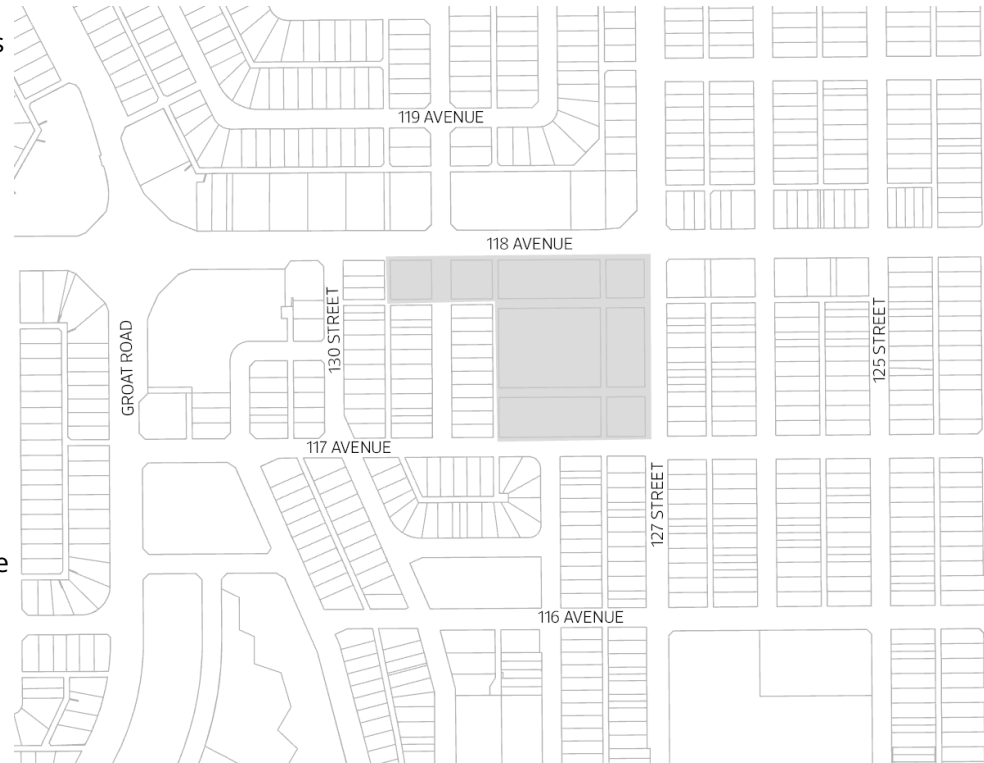
**Subarea Additional or Exceptional Policy**

**A-1 Princess Apartment Site**

Should redevelopment of the Princess Apartments site occur, a comprehensive proposal will be encouraged under a Direct Control District which meets the following guidelines:

- a) Development should remain residential but may include commercial uses along 118 Avenue NW
- b) Commercial uses and associated parking should not extend south of 117B Avenue NW
- c) Commercial buildings along 118 Avenue NW should not exceed a height of three storeys
- d) Residential development along 117 Avenue NW and 127 Street NW should be oriented to the street, sensitive in design to the surrounding single detached housing, and not exceed a height of four storeys

A

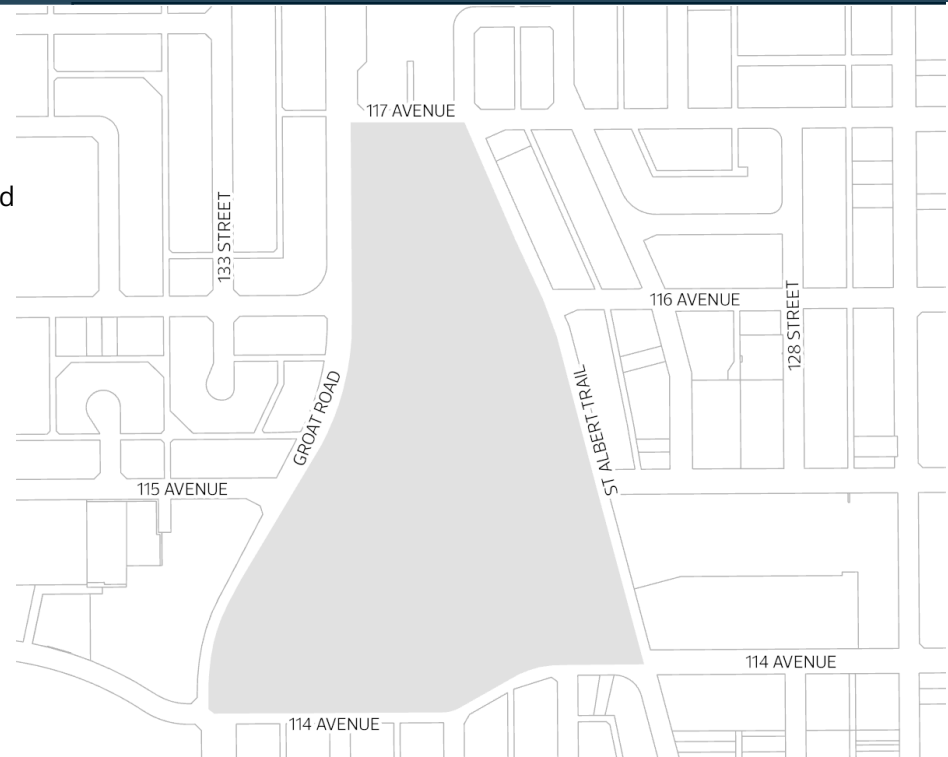


**Subarea Additional or Exceptional Policy**

**B-1 Large Site Redevelopment at 114 Avenue & Groat Road NW**

Should redevelopment of the large site located at the northeast corner of 114 Avenue NW and Groat Road NW (Lots 1-3, Block 17, Plan 7720986; Lots 1-3, Block 18, Plan 7720986; Lot , Blocks 19-21, Plan 5025HW; and Lot , Blocks A-B, Plan 5025HW) a comprehensive proposal will be encouraged under a Direct Control District, which shall include a publicly accessible park on site.

B



Large Site Redevelopment



0 250 m

Scale: 1:9,000

**Subarea Additional or Exceptional Policy****C-1 West-Ingle Heritage Homes**

The following addresses were retained from the former West-Ingle Area Redevelopment Plan Appendix II: List of Heritage Homes in West-Ingle and are subject to further verification of their Municipal Historic Resource designation pursuant to the Historical Resources Act, Section 26, Revised Statutes of Alberta, 2000, c.H-9, as amended:

- a) 122 Street NW: Building 11546, 11542, 11534, 11526, 11512, 11506, 11422, 11138, 11132, 11118, 10978, 10974, 10970, 10922 and 10914
- b) 123 Street NW: Building 11539, 11531, 11512, 11403, 11344, 11338, 11330, 11244, 11239, 11238, 11234, 11226, 11223, 11211, 11209, 11208, 11204, 11137, 11135, 11131, 11117, 11014, 10996, 10993, 10967, 10947, 10929, 10924, 10920, 10912, 10904, 10838, 10833, 10830, 10829, 10806, 10728, 10724 and 10718
- c) 125 Street NW: Building 11427, 11425, 11422, 11418, 11312, 11308, 11227, 11217, 11142, 11140, 11131, 11124, 11033, 11024, 11018, 11017, 11011 and 11007
- d) 126 Street NW: Building 11437, 11428, 11342, 11318, 11308, 11304, 11235, 11231, 11224, 11206, 11128 and 11103
- e) 127 Street NW: Building 11322, 11317, 11230, 11229, 11225, 11223, 11221, 11217, 11214, 11208, 11204, 11139, 11134, 11131, 11122, 11121, 11119 and 11117.

C

**Subarea Additional or Exceptional Policy**

D

**D-1 Westmount Architectural Heritage Area**

For development within the Westmount Architectural Heritage Area (WAHA) refer to DC1 Charter Bylaw 18934 in the Zoning Bylaw. The following policies may also inform the design of new development in the WAHA:

- a) Ensure new development is small scale and sensitively integrated with the historical context of the WAHA.
- b) Require exterior alterations be undertaken in a manner that retains and preserves a building’s original architectural elements to the greatest extent practical.
- c) Support the historical context of the WAHA by incorporating defining elements of the Area’s character within the built form.



**Subarea Additional or Exceptional Policy**

**D-2 Westmount Architectural Heritage Area (WAHA)**

The following voluntary architectural guidelines may inform the design of new development in the WAHA, in addition to the mandatory design and development criteria outlined in Charter Bylaw 18934.

- a) Roofs and Dormers
  - i) Roofs may be articulated through the use of dormers
  - ii) Roofs may have wide or bellcast eaves
  - iii) Eaves may be open or closed
- b) Front Porches and Balconies
  - i) Front porches may be full-width or half-width and may be enclosed, partially enclosed, or unenclosed
  - ii) Development in the WAHA may include a balcony
  - iii) Balconies may be enclosed or unenclosed.
- c) Materials
  - i) Development is encouraged to utilize traditional materials including:
    1. Wood clapboard and shingle as primary materials
    2. Stucco and brick as accent
  - ii) Development is encouraged to follow traditional patterns of material application, including variations in finishing materials to provide contrast and articulate façades
  - iii) Development is encouraged to enhance façades through the use of multiple colours.
- d) Colour
  - i) where applied, colour should:
    1. Articulate façades and provide visual interest,
    2. Create contrast,
    3. Highlight architectural features and detailing



D

E

**E-1 Oliver - Older Houses**

The retention and reuse of older houses that are subject to (DC1) Direct Development Control Provisions is encouraged in the Oliver subarea. Development adjacent to these sites should respect their role and significance in the urban fabric using setbacks, massing and landscaping.

**Subarea Additional or Exceptional Policy**

E

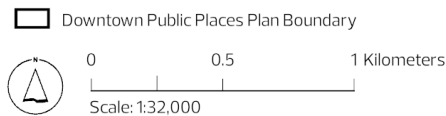
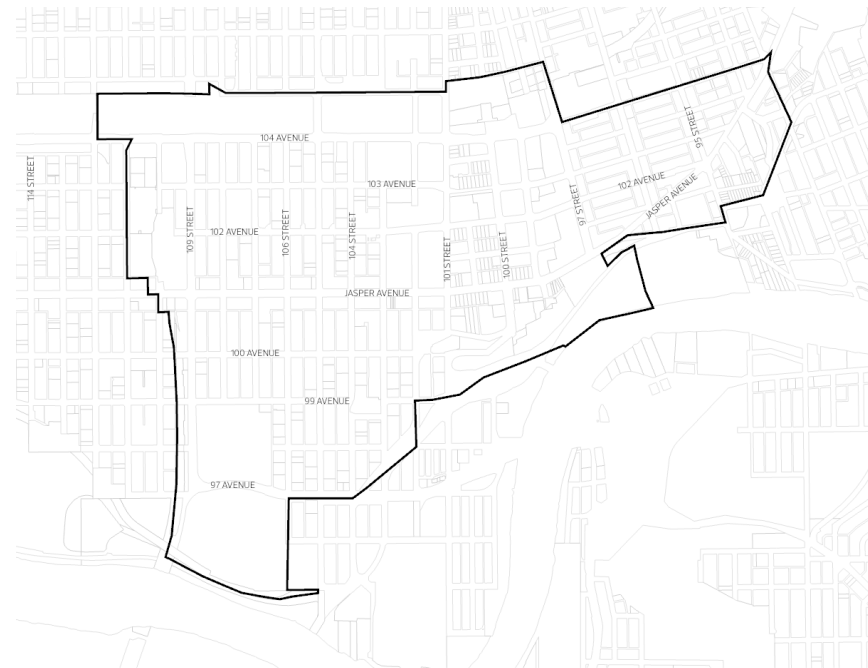
**E-2 Oliver - Open Space**

The City of Edmonton will encourage the provision of publicly accessible open space along Jasper Avenue NW in the event the Edmonton General Hospital is redeveloped.

F

**F-1 Downtown Public Places Plan**

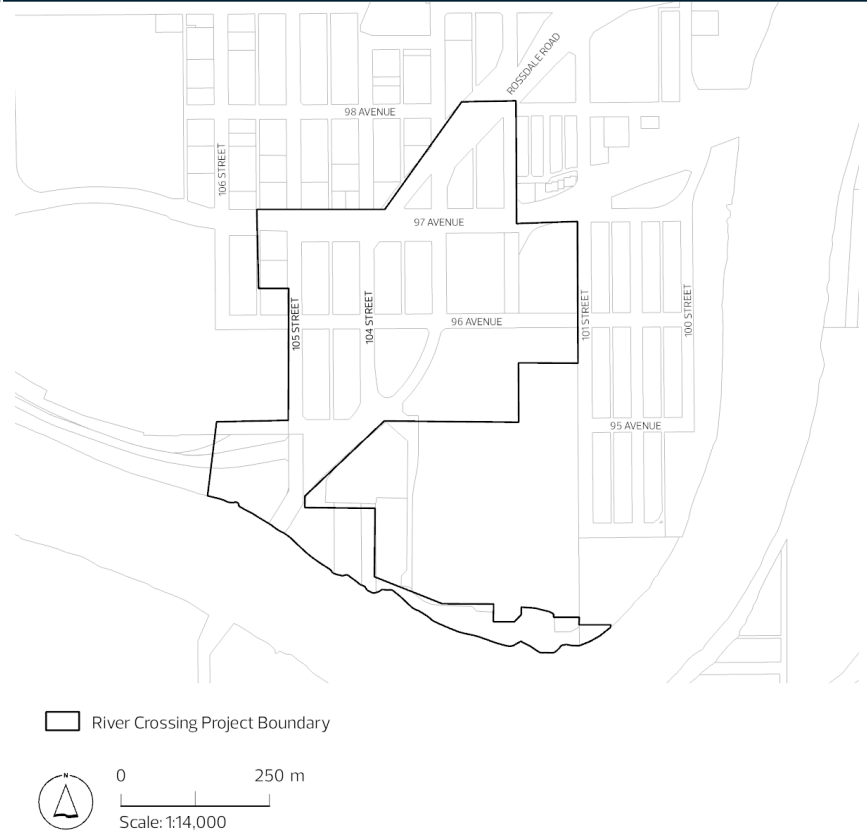
For further planning direction refer to the Downtown Public Places Plan.



**Subarea Additional or Exceptional Policy**

**G-1 River Crossing Heritage Interpretive Plan**  
For further planning direction refer to the River Crossing Heritage Interpretive Plan.

G



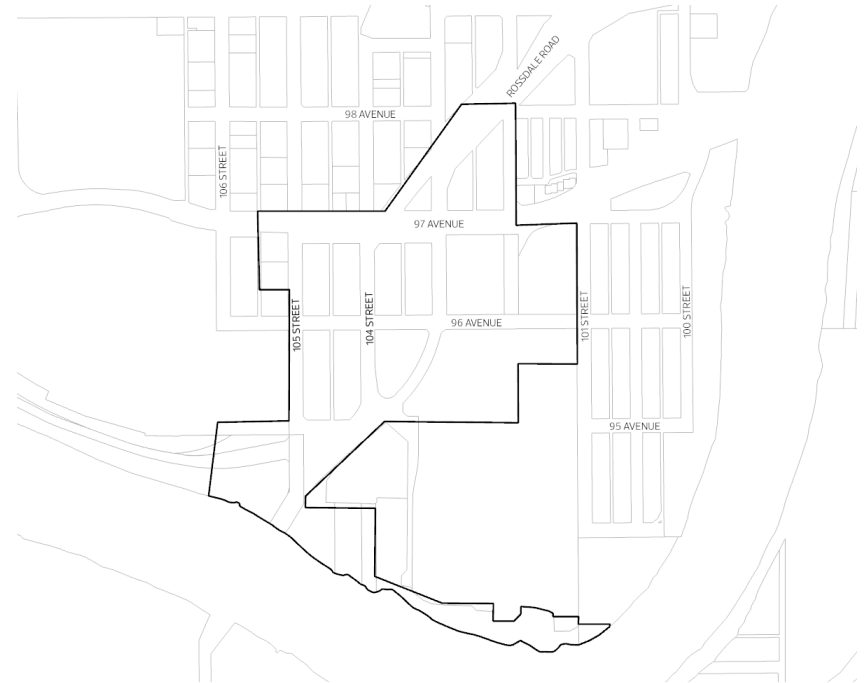


**Subarea Additional or Exceptional Policy**

**G-2 River Crossing Business Plan**

Refer to the River Crossing Business Plan for additional strategic and design direction.

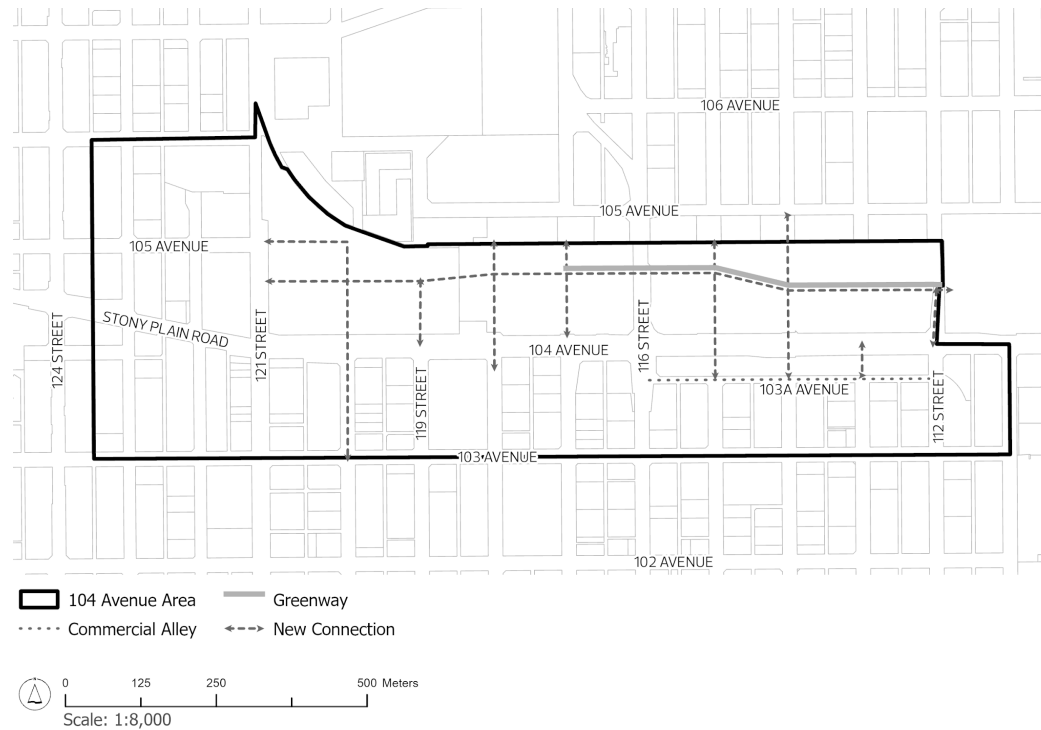
G



□ River Crossing Project Boundary



**Subarea Additional or Exceptional Policy**



H

**H-1 104 Avenue Area - Mobility**

Redevelop the existing east-west private drive aisle north of 104 Avenue NW, as a roadway to provide improved accessibility between 112 Street NW and 121 Street NW.

**Subarea Additional or Exceptional Policy**

H

**H-2 104 Avenue Area - Mobility**

Improve north-south connectivity by extending 113, 114 and 115 Streets NW from 103A Avenue NW to 104 Avenue NW as redevelopment of the site takes place. Further:

- a) Redevelop 103A Avenue NW as a Commercial Alley to create viable development parcels fronting 104 Avenue NW and provide opportunity for increased north-south connectivity.
- b) Construct the extension of 114 Street NW between 103A Avenue NW and 105 Avenue NW as a pedestrian focused public roadway with landscaped boulevards and adequate setbacks for adjacent developments to accommodate amenity space, improving inter-neighborhood access to the future LRT Stations and amenities of the 104 Avenue area.
- c) Connect 113 Street NW and 115 Street NW to pedestrian and cyclist connections or roadways.

**H-3 104 Avenue Area - Mobility**

Provide pedestrian and/or cyclist connections through additional neighbourhood bike routes and shared use paths where streets cannot be extended to enhance north-south connectivity between the 104 Avenue area and areas to the north.

**H-4 104 Avenue Area - Mobility**

To maximize north-south connectivity within the area and increase accessibility to 104 Avenue via active transportation, pedestrian and cyclist connections are encouraged where it is not possible to extend the street network. Pedestrian and cyclist connections are characterized by: a) A shared use path or hard surfaced walkway with a landscape zone on either side; and b) Building setbacks, transparency and permeability result in sufficient separation and provide a safe, comfortable environment through passive surveillance.

**H-5 104 Avenue Area - Greenway**

A new east-west greenway between 112 and 118 Streets NW, parallel to the new road north of 104 Avenue NW, will provide a pedestrian and cyclist connection from MacEwan University to the existing shared use path.

**H-6 104 Avenue Area - Open Space**

Introduce a minimum of two new parks or open spaces north of 104 Avenue NW, one east and one west of 116 Street NW to ensure an even distribution of park space.

**H-7 104 Avenue Area - Streetscaping**

Within the 104 Avenue area, design all new and existing streets to include a complete streets approach, extending the urban tree canopy which includes a boulevard with a treed landscape zone and sidewalk.

**Subarea Additional or Exceptional Policy****H-8 104 Avenue Area - Streetscaping**

Budget for the acquisition of land, design and construction of new or repurposed public streets, streetscaping, and bicycle station infrastructure.

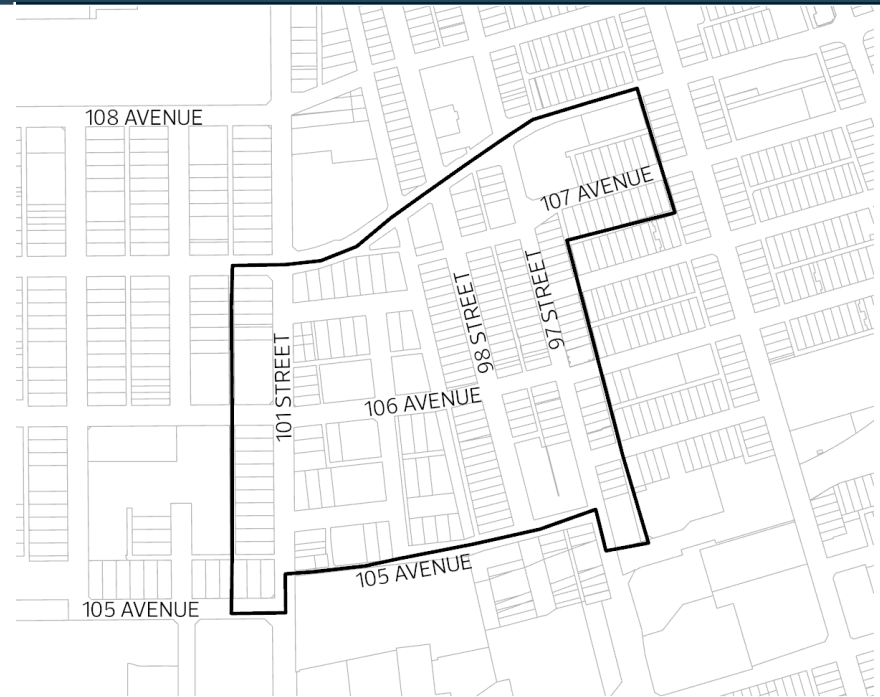
H

- a) This should be determined through approved business cases and rezoning negotiations for the following:
  - i) Streetscaping 121, 122, and 123 Street north of 104 Avenue to 106 Avenue and 105; and
  - ii) Streetscaping 106 Avenue west of 121 Street to 124 Street.
- b) Further, the capital project(s) will explore provision of streetscape improvements (street trees) in conjunction with neighbourhood renewal.

**Subarea Additional or Exceptional Policy**

**I-1 Chinatown Economic Development Zone**

The area within the Chinatown Economic Development Zone should follow the direction provided in the Chinatown Urban Interface Plan.



□ Chinatown Economic Development Zone Boundary

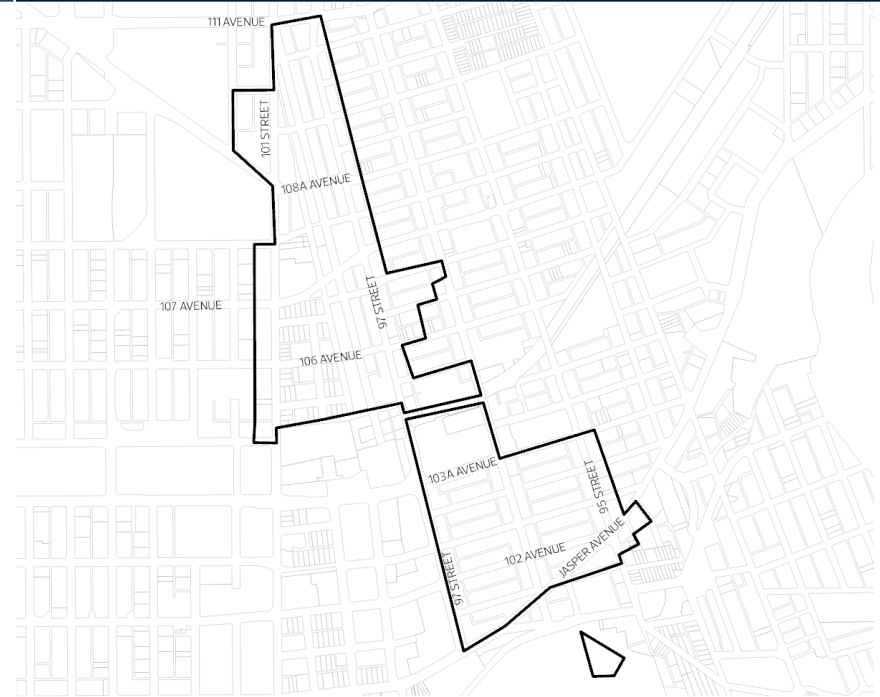



**Subarea Additional or Exceptional Policy**

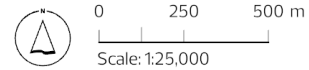
**J-1 Chinatown Urban Interface Plan**

For further planning direction refer to The Chinatown Strategy: Energizing a Prosperous Future and Chinatown Urban Interface Plan.

J



 The Chinatown Strategy Boundary

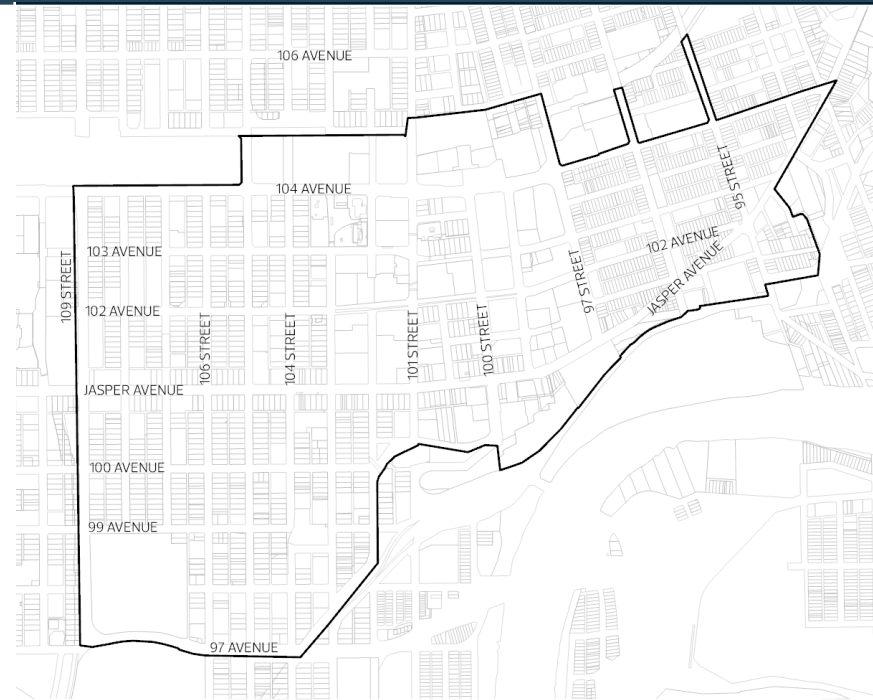


**Subarea Additional or Exceptional Policy**

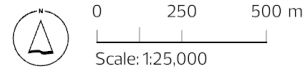
**K-1 Downtown & The Quarters Streetscape**

Refer to the Downtown & The Quarters Downtown Streetscape Design Manual for additional strategic direction.

K



 Streetscape Manual Boundary



**Subarea Additional or Exceptional Policy**

**L-1 Norwood Boulevard Mobility**

For further strategic direction refer to the Norwood Boulevard Mobility Assessment.

L



 Norwood Boulevard Mobility Boundary





**Subarea Additional or Exceptional Policy****M-1 Riverdale - Commercial**

Provide pedestrian oriented local commercial development on the southwest corner of 101A Avenue NW and 89 Street NW and the northwest corner of 90 Street NW and 101A Avenue NW. Uses having a gross floor area of over 275 sq. metres should not be approved because of the proximity to the local residential area and desire to maintain a small town atmosphere within the community.



**Subarea Additional or Exceptional Policy**

**M-2 Riverdale - Floodplain Protection**  
 Refer to the Floodplain Protection Overlay for portions of this sub-area located within the 1:25 and 1:100 year floodplain. Development within the 1:100 year floodplain will have to satisfy the requirements of the Floodplain Protection Overlay under the Edmonton Zoning Bylaw as amended. Further:

- a) Development within the 1:25 year floodplain will be prohibited with the exception of Parks and Recreation facilities, and utilities deemed essential by City Council;
- b) Development within the 1:100 year floodplain, where lawfully existing on sites prior to adoption of the Riverdale Area Redevelopment Plan, will not be subject to the regulations of the Floodplain Protection Overlay. However, all further undertakings which increase the amount of flood vulnerable floor space will be required to meet these regulations.



P1	<p><b>P1-1 North Edge Area Redevelopment Plan</b>                  For further planning direction refer to the North Edge Area Redevelopment Plan.</p>
P2	<p><b>P2-1 Stadium Station Area Redevelopment Plan</b>                  For further planning direction refer to the Stadium Station Area Redevelopment Plan.</p>
P3	<p><b>P3-1 Capital City Downtown Plan</b>                  For further planning direction refer to the Capital City Downtown Plan.</p>
P4	<p><b>P4-1 Quarters Downtown Area Redevelopment Plan</b>                  For further planning direction refer to The Quarters Downtown Area Redevelopment Plan and The Quarters Downtown Urban Design Plan.</p>

Subarea Additional or Exceptional Policy	
P5	<b>P5-1 Rossdale Area Redevelopment Plan</b> For further planning direction refer to the Rossdale Area Redevelopment Plan.
RV	<b>RV-1 River Valley Plans</b> Refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green Strategic Plan for additional planning direction and strategic context.

Where no subareas have been identified, the [District Policy](#) and district plan maps (Maps 1 to 10) shall guide planning decisions.

## 5 Growth to 2 Million

*"This is why the time is now to plan ahead. It's not a matter of if we will hit two million but when. The best way for our children and grandchildren to have as positive an experience with their city as we enjoy today - an even better one - is to imagine what that city will look like, how it will operate, how it will grow, how businesses will flourish, how parks will welcome all and how creativity will thrive." - The City Plan*

Cities are constantly evolving and responding to a changing world. [The City Plan](#) describes the choices Edmonton needs to make to become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. This vision will take Edmonton time to achieve and the work towards a population of two million will continue beyond this iteration of the district plan. After Edmonton reaches 1.25 million people, district level planning will continue to support the development and transformative change of communities for the next population horizons outlined in The City Plan: 1.5 million, 1.75 million and two million people. The City Plan provides wide-ranging directions for Edmonton's long-term future - what the city and districts will look like at two million people and what needs to be done to support growth to create a great place to live.

[Map 12: Vision at 2 Million](#) captures how the Central District is expected to continue to evolve beyond the 1.25 million population horizon of this district plan and in alignment with The City Plan, as Edmonton reaches two million people.

Development and investment in the Central District may include the following:

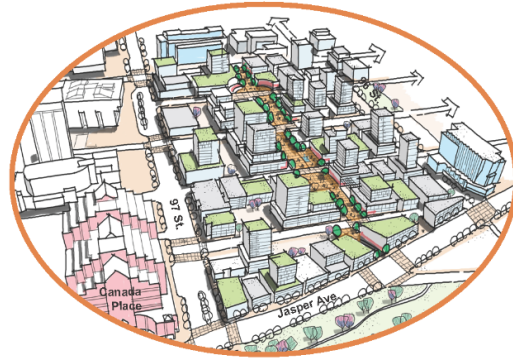
- Continued redevelopment with more people and employment added to all areas of the Centre City Node;
- Additional redevelopment opportunities northward along 124 Street and westward along Stony Plain Road, in the latter case supported by the mass transit line already under construction (Valley LRT);
- Redevelopment at and around Westmount shopping centre as the Westmount District Node;
- Continued incremental redevelopment in the heavily residential sections of the district, such as Riverdale, McCauley, Dovercourt, Sherbrooke, Prince Charles, North Glenora, and Inglewood;
- The emergence and strengthening of more local nodes and secondary corridors, including 111 Avenue-Norwood Boulevard, 107 Avenue, and 127 Street, as mass transit improvements are added to support these areas; and
- Supporting business and institutional diversification, the Innovation Corridor will grow as a development magnet through the district, connecting several nodes and corridors.

Both the public and private sectors have roles in initiating and advancing growth opportunities. Growth may also be supported by City investments in the physical, environmental and social networks to complement [The City Plan's](#) networks as well as create additional networks to activate growth in the district. The goal is to be ready for the continual, collaborative shaping of the future.

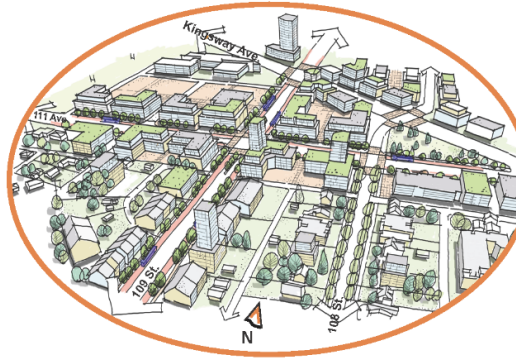
### Map 12: Vision at 2 Million

The Vision at 2 Million map provides an aspirational illustration of the district when Edmonton reaches two million people. The map includes a 3D model of the district to emphasize areas of change based on The City Plan's systems and growth targets. The detailed illustrations show examples of how The City Plan's vision might unfold in specific areas of the district. **This map is not intended to guide specific land and development decisions but to indicate the general direction and high level vision for what the district might look like in the future.**

Map 12: Vision at 2 Million



**1 Mid-Block Pedestrian Street**  
The Quarters Between 96 and 97 Street



**2 Integrating Development at the Edge of Districts**  
Multiple locations



**3 Interpretive Park**  
River Crossing



- LEGEND**
- Primary Corridor
  - Secondary Corridor
  - District Node
  - Major Node
  - Centre City Node
  - Employment Area
  - Major Redevelopment Area
  - Open Space



**4 Intersecting Corridors**  
124 Street and Stony Plain Road



**5 Street Experience in Centre City**  
Looking west of 104 Avenue corridor at 116 Street